The Hong Kong Daily Press

No. 7160 號十六百壹千七第 日六十月十年辰庚緒光 HONGKONG, THURSDAY, NOVEMBER 18TH, 1880. 拜禮 號八十月壹十英 港香 [PRICE $2½ PER MONTH.

SHIPPING.

ARRIVALS.

November 17, CHINKIANG, British steamer, 799, S. M. Orr, Canton 16th November, General.—SIEMSSEN & Co.

November 17, WELLE, German steamer, 392, Mossmann, Haiphong 14th Nov., Rice.—MEYER & Co.

November 17, NINGPO, British steamer, 761, R. Cass, Shanghai 14th November General.—SIEMSSEN & Co.

CLEARANCES

AT THE HARBOUR MASTER'S OFFICE, NOVEMBER 17TH.

Patroclus, British steamer, for Singapore and London.

Trio, Dutch bark, for Bangkok.

DEPARTURES.

November 17, ZAMBESI, British steamer, for Singapore, Bombay, &c.

November 17, SPIRIT OF THE AGE, British bark, for Shanghai.

November 17, PATROCLUS, British steamer, for Singapore and London.

PASSENGERS.

ARRIVED.

Per *Welle*, str., from Haiphong.—4 Chinese.

Per *Ningpo*, str., from Shanghai.—Mr. Hargreaves and 88 Chinese.

DEPARTED.

The following passengers departed last night at 4 p.m. per P. and O. steamer *Zambesi*:—

From Hongkong to Singapore.—Mr. M. Gray and Lance-Corporal Marks (Royal Engineers). From Hongkong to Galle.—Mr. J. B. Jackson and Miss Jackson. From Hongkong to Bombay.—Messrs. H. P. Chatoobhoy, Li Lee Sing, and Kai. From Hongkong to Brindisi.—Mr. W. L. Hunter. From Hongkong to Southampton.—The Hon. C. B. and Mrs. Plunket and child, Mrs. Ritchie, Captain Godbold (27th Inniskillings), Messrs. A. Hughes, A. Underwood, S. W. Revill, James Lambert, W. J. Driver, and S. Wilson.

Per *Patroclus*, str., for Singapore, &c.—1 European and 247 Chinese.

REPORTS.

The German steamship *Welle* reports left Haiphong on the 14th instant, and had fine weather throughout.

The British steamship *Ningpo* reports left Shanghai on the 14th instant, and had moderate monsoon and fine, clear weather throughout.

SINGAPORE SHIPPING.

November— ARRIVALS.

1, Patoeah, Dutch steamer, from Palembang.
1, Southern Queen, Brit. bark, from Cardiff.
2, Diomed, British steamer, from Hongkong.
2, May Flower, British str., from Malacca.
2, Union, British schooner, from Cootie.
2, Sindh, French steamer, from Saigon.
2, Indian, British bark, from Cootie.
3, Euphrates, British steamer, from Amoy.
3, Ophir, Dutch steamer, from Deli.
3, Wonzel, British steamer, from Jambie.
3, Ganymede, British steamer, from Deli.
3, Bangkok, Siamese str., from Bangkok.
3, Pollux, Austrian str., from Melbourne.
3, P. Alexander, Dutch str., from Batavia.
3, Espana, Spanish steamer, from Liverpool.
4, Roma, Italian steamer, from Genoa.
4, Pahang, British steamer, from Bangkok.
4, G. G. Loudoun, Dutch str., from Acheen.
5, Louisa III., British str., from Malacca.
5, Pontiamak, British steamer, from Malacca.
5, Ancona, British steamer, from Bombay.

November— DEPARTURES.

1, Ruby, British steamer, for Palembang.
1, Teucer, British steamer, for Hongkong.
1, Hector, British steamer, for Hongkong.
1, Leon, Spanish steamer, for Liverpool.
1, Norden, Danish steamer, for Vladivostock.
1, Banca, British steamer, for Batavia.
2, Pyah Pakhot, British str., for Mandalay.
2, Cleator, British steamer, for Labuan.
2, Rajah Brooke, British str., for Sarawak.
2, Ravenstondale, British ship, for Bangkok.
3, May Flower, British steamer, for Malacca.
3, Diomed, British steamer, for London.
3, Japara, Dutch steamer, for Batavia.
3, Sea Ripple, British sch., for Freemantle.
3, Euphrates, British steamer, for N. York.
3, Billiton, British steamer, for Pontianak.
3, Salvadora, Spanish steamer, for Manila.
3, Sindh, French steamer, for Marseilles.
3, Emirne, French steamer, for Batavia.
4, Simla, British steamer, for Calcutta.
4, Espana, Spanish steamer, for Manila.
4, Ganymede, British steamer, for Deli.
4, Patoeah, Dutch steamer, for Palembang.

BANGKOK SHIPPING.

October— ARRIVALS.

17, Ban Y. Seng, British str., from Singapore.
1, Martaban, British str., from Singapore.
19, Charite, French bark, from Hongkong.
21, Georinga, American bark, from Singapore.
22, Deux Frères, French bark, from Padang.

October— DEPARTURES.

17, Dale, British steamer, for Hongkong.
19, Quinta, German steamer, for Singapore.
19, Ban Y. Seng, British str., for Singapore.
20, Tai Watt, Siamese bark, for Singapore.
21, Martaban, British steamer, for Singapore.

VESSELS ARRIVED IN EUROPE FROM PORTS IN CHINA, JAPAN, AND MANILA.
(Per last Mail's Advice.)

Augusta	Manila	Sept. 2
Ancona (s.)	Shanghai	Sept. 3
Lucia	Hongkong	Sept. 4
Mary T. Leslie	Hongkong	Sept. 6
Ordovic	Manila	Sept. 6
Corea	Manila	Sept. 8
Glaucus (s.)	China Ports	Sept. 9
Merionethshire (s.)	Japan	Sept. 11
Campsie	Swatow	Sept. 11
Autenor (s.)	China Ports	Sept. 11
Glenlyon (s.)	Foochow	Sept. 14
Marian King	Bangkok	Sept. 14
Guy Mannering (s.)	Foochow	Sept. 18
Queen of the Seas	Singapore	Sept. 19
Navigator	Penang	Sept. 21
Cardiganshire	Manila	Sept. 21
Ulysses (s.)	Shanghai	Sept. 23
Cyclops	Shanghai	Sept. 29
Kenmure Castle (s.)	Foochow	Sept. 29
Feronia (s.)	Shanghai	Oct. 3
Lethair	Manila	Oct. 4
Lydia (s.)	Manila	Oct. 4
Marie Magdalen	Manila	Oct. 5
Glengyle (s.)	Hongkong	Oct. 6

VESSELS EXPECTED AT HONGKONG.
(Corrected to Date).

Orion	Cardiff	May 31
Vale of Doon	Antwerp	June 5
Gold Hunter	Cardiff	June 21
Hotspur	Hamburg	June 24
Solidor	Cardiff	July 14
Ursula	Cardiff	Aug. 15
John Nicholson	London	Aug. 19
Papa	Hamburg	Aug. 30
Wylo	London	Sept. 3
Golden State	New York	Sept. 14
Proportis	Glasgow	Sept. 15
Lizzie Bell	Antwerp	Sept. 15
Richard	Cardiff	Sept. 22
R. R. Thomas	Penarth	Sept. 23
Menelaus (s.)	Liverpool	Sept. 25
Hoihow (s.)	Glasgow	Sept. 22
State of Maine	Flushing	Sept. 25
Bonita	Hamburg	Sept. 30
Glenfinlas (s.)	London	Oct. 2

AUCTION SALES TO-DAY.

ECA DA SILVA & CO., At 11 A.M., Norwegian Beer.

NOW ON SALE.

BOUND VOLUMES of the *China Overland Trade Report* for the Year 1879. Price Five Dollars. Apply at the *Daily Press* Office. Hongkong, January, 1880.

BANKS.

CHARTERED BANK OF INDIA, AUSTRALIA, AND CHINA.

CAPITAL ..... £800,000.
RESERVE FUND ..... £190,000.

Bankers.
THE BANK OF ENGLAND.
THE CITY BANK.
THE NATIONAL BANK OF SCOTLAND.

The BANK'S BRANCH in HONGKONG grants Drafts on London and the Chief Commercial places in Europe and the East; buys and receives for collection Bills of Exchange; and conducts all kinds of Banking and Exchange business.

RATES OF INTEREST ALLOWED ON DEPOSITS.

ON CURRENT ACCOUNTS, 2 % PER ANNUM ON THE DAILY BALANCE.

ON FIXED DEPOSITS.
FOR 3 MONTHS, 3 % PER ANNUM.
FOR 6 MONTHS, 4 % PER ANNUM.
FOR 12 MONTHS, 5 % PER ANNUM.

WILLIAM FORREST, Manager.
Hongkong, 10th May, 1880. [968

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....5,000,000 of Dollars.
RESERVE FUND .....1,600,000 of Dollars.

COURT OF DIRECTORS:—
Chairman—The Hon. W. KESWICK.
Deputy Chairman—A. McIVER, Esq.
Adolf André, Esq. | H. Hoppius, Esq.
E. K. Belilios, Esq. | F. D. Sassoon, Esq.
H. L. Dalrymple, Esq. | W. S. Young, Esq.
H. de Coucy Forbes, Esq.
CHIEF MANAGER.
Hongkong—THOMAS JACKSON, Esq., MANAGER.
Shanghai—EWEN CAMERON, Esq.
LONDON BANKERS—LONDON & COUNTY BANK.

HONGKONG—INTEREST ALLOWED.
On Current Deposit Accounts at the rate of 2 per cent. per Annum on the daily balance.
On Fixed Deposits:—
For 3 months 3 per Cent. per Annum.
For 6 months 4 per Cent. per Annum.
For 12 months 5 per Cent. per Annum.
LOCAL BILLS DISCOUNTED.
CREDITS granted on approved Securities, and every description of Banking and Exchange business transacted.
DRAFTS granted on London, and the chief commercial places in Europe, India, Australia, America, China and Japan.
T. JACKSON, Chief Manager.
Offices of the Corporation,
No. 1, Queen's Road East.
9] Hongkong, 16th August, 1880.

COMPTOIR D'ESCOMPTE DE PARIS.

Incorporated 7th and 18th March, 1848.

Recognised by the International Convention of 30th April, 1862.

CAPITAL FULLY PAID-UP ..... £3,200,000.
RESERVE FUND ..... £800,000.

HEAD OFFICE—14, RUE BERGERE, PARIS.

AGENCIES AND BRANCHES AT:
LONDON, MARSEILLES, LYONS, NANTES, BOURBON, BOMBAY, CALCUTTA, SHANGHAI, MELBOURNE, SAN FRANCISCO, HONGKONG, HANKOW, FOOCHOW.

LONDON BANKERS,
THE BANK OF ENGLAND.
THE UNION BANK OF LONDON.

The Hongkong Agency receives Fixed Deposits on Terms to be ascertained on application, grants Drafts and Credits on all parts of the world, and transacts every description of Banking Exchange Business.

E. G. VOUILLEMONT, Manager, Shanghai.
20th May, 1879. [10

ORIENTAL BANK CORPORATION.

(INCORPORATED BY ROYAL CHARTER).

PAID-UP CAPITAL..... £1,500,000.

RATES OF INTEREST ALLOWED ON DEPOSITS.
At 3 Months' Notice, 3 per Cent. per Annum.
At 6 Months' Notice, 4 per Cent. per Annum.
At 12 Months' Notice, 5 per Cent. per Annum.
Current Accounts kept on Terms which may be learnt on application.

GEO. O. SCOTT, Acting Manager.
Oriental Bank Corporation,
Hongkong, 4th September, 1879. [19

THE DUSSELDORF UNIVERSAL MARINE INSURANCE COMPANY, LIMITED.

The Undersigned, having been appointed AGENTS for the above Company, are prepared to GRANT POLICIES on MARINE RISKS to all parts of the World.

SIEMSSEN & Co., Agents.
Hongkong, 14th August, 1879. [92

STANDARD FIRE OFFICE, LONDON.

The Undersigned having been appointed AGENTS to the above Company at this Port, are prepared to GRANT POLICIES against FIRE to the extent of $40,000 on Buildings or on Goods stored therein.
Discount 20 %.

VOGEL & Co.
Hongkong, 1st March, 1878. [25

SUN FIRE OFFICE.

THE Undersigned are prepared to Grant Policies against Fire to the extent of $50,000 on First-class Risks.
A Discount of Twenty per cent. (20 %) upon the Current Local Rates of Premia will be allowed upon Insurances effected with this Office.

LINSTEAD & Co., Agents Sun Fire Office.
Hongkong, 1st June, 1878. [23

GERMAN LLOYD MARINE INSURANCE COMPANY, LIMITED, OF BERLIN.

The Undersigned, having been appointed AGENTS for the above Company, are prepared to GRANT POLICIES on MARINE RISKS to all parts of the World.

SIEMSSEN & Co., Agents.
Hongkong, 6th February, 1879. [275

LE CERCLE TRANSPORTS.

SOCIETE ANONYME D'ASSURANCE MARITIME MARSEILLE.

CAPITAL SUBSCRIBED..... 15,000,000 Francs.
CAPITAL PAID-UP ..... 3,750,000 Francs.

The Undersigned, having been appointed AGENTS of the above Company, are prepared to GRANT POLICIES on MARINE RISKS to all parts of the World.

ARNHOLD, KARBERG & Co.
Hongkong, 28th September, 1880. [1552

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

HEAD OFFICE—HONGKONG.

AGENCIES at all the Treaty Ports of China and Japan, and at Singapore, Saigon, Penang, and Manila.
Risks accepted, and Policies of Insurance granted at the rates of Premium current at the above-mentioned places.

JAS. B. COUGHTRIE, Secretary.
Hongkong, 1st November, 1871. [600

NOTICES OF FIRMS.

NOTICE.

MR. ERNST LUDWIG REUTER has been authorized to SIGN our FIRM per procuration.

PUSTAU & Co.
Hongkong, 18th October, 1880. [1660

TO BE LET.

TO LET.

THE TWO HOUSES, Nos. 14 and 16, STANLEY STREET, lately in the occupation of the Temperance Hall.

The DWELLING HOUSES, Nos. 31 and 33, WELLINGTON STREET.

OFFICES in CLUB CHAMBERS, now in the occupation of the HONGKONG AND WHAMPOA DOCK COMPANY, with strong Room attached; also other OFFICES and CHAMBERS in the same building.

Apply to DOUGLAS LAPRAIK & Co.
Hongkong, 25th October, 1880. [41

TO LET,
With Possession on the 1st December, 1880,

THE whole of the PREMISES lately in the occupation of the NATIONAL BANK OF INDIA, situated in the best part of Queen's Road, immediately opposite the Clock Tower, and next to the Hongkong Club House.

For further Particulars, &c., apply to TURNER & Co., Agents National Bank of India, Limited.
Hongkong, 16th November, 1880. [1788

TO LET.

THE BASEMENT of "FAIRLEA," Five Rooms and Garden.

LARGE and SMALL GODOWNS at FLETCHER'S BUILDINGS. Also STORAGE for Timber, &c., on Water side.

DAVIS & Co.
Hongkong, 23rd October, 1880. [1439

TO LET.

NO. 8, HOLLYWOOD ROAD, containing 8 Rooms and Out-houses.

Apply to DAVID SASSOON, SONS & Co.
Hongkong, 9th November, 1880. [214

TO LET,

ON Marine Lot No. 65, FIRST-CLASS GRANITE GODOWNS.

Apply to MEYER & Co.
Hongkong, 26th July, 1879 [1417

TO LET.

FIRST FLOOR and GROUND FLOOR of HOUSE No. 4, PRAYA EAST (known as the Blue House); Possession on the 1st of October.

Also,
The HOUSE opposite the WANCHI PIER, Marine Lot No. 29, containing 8 Rooms, &c., &c., with Gas and Water laid on; Immediate Possession.

Apply to MEYER & Co.
Hongkong, 3rd September, 1880. [1426

HONGKONG WHARF & GODOWNS.

Goods received on STORAGE at Moderate Rates, in First-class Godowns, under European supervision; and VESSELS DISCHARGED alongside the Wharf on Favourable Terms, with quick despatch. Also entire GODOWNS to be LET.

919 MEYER & Co.

FOR SALE, CHEAP.

A GUNBOAT's NEW BOILER, 20-HP. (nominal; its shell is ½-inch Plate best Lowmoor Iron; it has been tested to 180 lbs. to the square inch pressure; never been used.
2 8-H.P. BOILER, with Return Tubes.
1 4-H.P. VERTICAL BOILER, with Galway's Patent Tubes.
1 1-H.P. STEEL BOILER.
2 TAYLOR'S PATENT 10-H.P. DOUBLE-CYLINDER DONKEY ENGINES, fitted with Pulley for driving Machinery.
2 10-H.P. STEAM-LAUNCH ENGINES.
1 1-H.P. ENGINE and PUMP.
A Powerful JIB-CRANE, 3 Powerful CRAB WINCHES, a NEW CAST IRON SAW BENCH and 3 CIRCULAR SAWS, a NEW DOUBLE WOOD LATHE, 8 8-tons SCREW LIFTING JACKS, a NEW GRINDING STONE (5½ feet in diameter, by 12 inches wide), A PATENT COPPER COOKING APPARATUS and CONDENSER, 2 Boxes TAPS and DIES, 5 CRANK BRACES, 10 RATCHET BRACES, 3 DRILLING POSTS, a quantity of ENGINEER'S TOOLS, 5 TUBE EXPANDERS, 10 STEAM WHISTLES, 12 STEAM PRESSURE GUAGES, 10 SALTER'S SPRING BALANCES, 11 STEAM INDICATORS, 1 AZIMUTH COMPASS, and BINNACLE STAND, 3 WALKER'S PATENT LOGS, about 2,000 lbs. FUNNELLING, 12 PULLEYS and SHAFTINGS, 3 ANCHORS, 300 Fathoms CHAIN CABLE, 6 Coils CHARCOAL WIRE ROPE, 5 Coils Russian HEMP ROPE, 45 WHEELBARROWS, and 9 BOATS. A Flexible STEEL HAWSER. A NEW GOLD CHRONOMETER WATCH. A Double-force PUMP for Testing BOILERS, 12 IRON BLOCKS, 1 FAN BLOWER, 2 DECK PUMPS, a COOKING RANGE.
And
A Consignment of HUBBUCK'S PAINTS and OILS, comprising ZINC, WHITE LEAD, BLACK and RED PAINTS, and OXIDE PAINT, Raw and Pale BOILED OIL, and ENGINE OIL.
For Particulars, apply to J. M. ARMSTRONG, Auctioneer, Queen's Road.
Hongkong, 20th September, 1880. [1667

G. FALCONER AND CO.,
WATCH AND CHRONOMETER MANUFACTURERS AND JEWELLERS.
NAUTICAL INSTRUMENTS, CHARTS, AND BOOKS,
No. 46, QUEEN'S ROAD CENTRAL.

"JAPAN GAZETTE," YOKOHAMA.

HAVING been appointed AGENT in HONGKONG and SOUTH CHINA for the *Japan Gazette*, "Japan Gazette Summary," and "Hong List," Orders for Subscriptions and Advertisements for that Paper will be received at this Office.
Hongkong Daily Press Office,
Hongkong, 23rd May, 1877.

NOTICE.

THE Public are WARNED against RECEIVING FIVE-DOLLARS NOTES of the HONGKONG AND SHANGHAI BANKING CORPORATION numbered 122,001 to 122,500, dated 23rd May, 1877, and signed by EDWARD COPE, pro Manager, and R. A. NELSON, pro Accountant, these Notes having been STOLEN.
For the Hongkong and Shanghai Banking Corporation,
T. JACKSON, Chief Manager.
Hongkong, 31st August, 1880. [1415

CHINA OVERLAND TRADE REPORT,
the
COMMERCIAL JOURNAL for CHINA, JAPAN, &c., &c.,
Published at the Office of the *Hongkong Daily Press* on the Morning of the Departure of the English Mail,
contains the
LATEST AND FULLEST TRADE INTELLIGENCE,
REPORTS OF MEETINGS OF COMPANIES,
THE LATEST TELEGRAMS,
together with the
POLITICAL AND GENERAL NEWS
of the Fortnight.
The "Trade Report" has a large circulation in Hongkong, the Ports of China and Japan, the Philippines, Straits Settlements, &c., &c.
Hongkong, 3rd October, 1877.

AUCTIONS.

PUBLIC AUCTION

THE Undersigned have received instructions to Sell by Public Auction,
THIS DAY,
the 18th November, 1880, at ELEVEN A.M., at the Godown of Messrs. GROSSMANN & Co., Stanley Street,—
About 50 Cases Quarts and 35 Cases Pints of NORWEGIAN BEER.
TERMS OF SALE.—As Customary.

ECA DA SILVA & Co., Auctioneers.
Hongkong, 17th November, 1880. [1794

PUBLIC AUCTION.

THE Undersigned has received instructions from H. PIERRET, Esq., French Consul, to Sell by Public Auction, on
SATURDAY,
the 20th November, 1880, at TWO P.M., at his Residence, No. 10, Arbuthnot Road, the whole of his
HOUSEHOLD FURNITURE, &c.,
comprising:—
Crimson Rep-covered and Cretonne-covered Drawing-room SUITES.
English-made WALNUT INLAID CENTRE TABLE, CHIMNEY GLASSES, ENGRAVINGS, GASALIERS, and HEARTHRUGS.
Teakwood DINING TABLE, SIDEBOARD, WHATNOTS, DINNER, DESSERT, and BREAKFAST SETS, GLASS WARE and PLATED WARE.
Double IRON BEDSTEAD, WARDROBE, CHEST of DRAWERS, Marble-top WASHSTAND, TOILET TABLE and GLASS.
A COTTAGE PIANO.
&c., &c., &c.
Catalogues will be issued.
TERMS OF SALE.—As customary.

J. M. ARMSTRONG, Auctioneer.
Hongkong, 15th November, 1880. [1781

PUBLIC AUCTION.

THE Undersigned has received instructions from Hon. C. B. PLUNKET to Sell by Public Auction, on
MONDAY,
the 22nd November, 1880, at TWO P.M., at his Residence, "Rose Villa," the whole of his
HOUSEHOLD FURNITURE, &c.,
comprising:—
Cretonne-covered Drawing-room SUITE.
English-made Walnut CENTRE TABLE.
English-made Rosewood CHAIRS.
CHIMNEY GLASS, PICTURES, SOFA, CARPET.
Embroidered Covered SETTEE and FOLDING CHAIRS.
Extension DINING TABLE, Teakwood Carved SIDEBOARD, WHATNOTS, DINNER, DESSERT, and TEA SETS, GLASS WARE, and PLATED WARE.
Single and Double BRASS BEDSTEADS, Cretonne-covered Bedroom SUITE, Lady's Double-winged WARDROBE, English-made WRITING TABLE and Walnut SIDE TABLE, CHEVAL GLASS, Marble-top WASHSTAND and TOILET TABLE and GLASS.
A COTTAGE PIANO.
One Parlour BILLIARD TABLE.
&c., &c., &c.
Catalogues will be issued.
TERMS OF SALE.—As customary.

J. M. ARMSTRONG, Auctioneer.
Hongkong, 15th November, 1880. [1782

SCOTTISH IMPERIAL INSURANCE COMPANY.
FIRE AND LIFE.

INSURANCES against FIRE granted at Current Rates. Considerable Reduction in Premia for LIFE INSURANCE in China.

MEYER & Co., Agents.
Hongkong, 3rd June, 1879. [918

PHŒNIX FIRE INSURANCE COMPANY.

FROM this date, until further notice, a discount of Twenty per cent. (20 %) upon the Current Local Rates of Premia will be allowed upon Insurances effected with this Company.

DOUGLAS LAPRAIK & Co., Agents.
Hongkong, 27th June, 1872. [16

NOTICE.

THE Undersigned have been appointed AGENTS to the NEW YORK BOARD of UNDERWRITERS.

ARNHOLD, KARBERG & Co.
Hongkong, 4th September, 1879.

RECORD of AMERICAN and FOREIGN SHIPPING.
Agents,
ARNHOLD, KARBERG & Co.
Hongkong, 4th September, 1879. [1432

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

INCORPORATED BY ROYAL CHARTER AND SPECIAL ACTS OF PARLIAMENT.
ESTABLISHED 1809.
CAPITAL—£2,000,000.

THE Undersigned, Agents at Hongkong for the above Company, are prepared to grant Policies against FIRE, to the extent of £10,000 on any Building, or on Merchandise in the same, at the usual rates, subject to a discount of Twenty per cent. (20 %).

GILMAN & Co., Agents.
Hongkong, 7th July, 1874. [90

J. AND R. TENNENT'S ALE and PORTER.
DAVID CORSAR & SONS'
Merchant Navy
Navy Boiled
Long Flax
Crown } CANVAS.
ARNHOLD, KARBERG & Co.
Hongkong, 11th May, 1867. [20

NOTICE.

THE Undersigned Firm has been established in Hongkong for more than THIRTY YEARS, and has never had a branch establishment anywhere. All Orders for Goods have been executed under our own supervision and the best materials used.

We have always enjoyed the patronage and confidence of the Gentry and Merchants of Hongkong and Ports near and far, but now we are afraid that as another firm has lately been started having a SIMILAR HONG NAME, our Customers may be misled and induced to think it is identical with ours.

Accordingly we give notice that we have NO CONNECTION WITH ANY OTHER FIRM, and respectfully ask our Customers and the Public to pay particular attention to our Address, given below, and our Chop, which is stamped on all our Goods, and without which none are genuine.

SUN SHING,
Fancy Goods and Silks Shop,
62, QUEEN'S ROAD CENTRAL,
Opposite the former site of the Chartered Bank.
Hongkong, 9th April, 1880. [617

THE CHUNG NGOI SAN PO
(Chinese *Daily Press*),
PUBLISHED DAILY,
Is the best medium for Advertising among the Native Community.
It has been established upwards of TWENTY YEARS, and enjoys the largest *bonâ fide* circulation of any Chinese paper in the Southern China. It is carefully edited by an experienced Chinese Scholar, and contains FULL and RELIABLE COMMERCIAL INTELLIGENCE.
Terms for Advertising can be obtained at the Office, Wyndham Street, Hongkong; or from the different Agents.
Hongkong, 16th January, 1877.

INTIMATIONS.

LANE, CRAWFORD & CO.
HAVE FOR SALE:—
LETTS'S DIARIES
FOR 1881.

Ex "ANCONA."
SMYRNA FIGS.

WHITE and COLOURED KID GLOVES.

DRESS BOOTS.

BLANKETS.
SCARVES.

LAMBSWOOL and MERINO UNDERSHIRTS and PANTS.

SINGLE and DOUBLE-SOLE BOOTS.

CRICKETING SHOES.

HAVANA CIGARS.
PENANG CIGARS
and
CIGARETTES.
GOLDEN CLOUD.
LANE, CRAWFORD & Co.
Hongkong, 2nd November, 1880. [37

FOR SALE.

FIVE THOUSAND NEW REMINGTON RIFLES.

VOGEL & Co.
Hongkong, 24th September, 1880. [1533

FOR SALE.

KEROSINE OIL, DEVOE'S and PRATT'S. American LAGER BEER.

VOGEL & Co.
Hongkong, 6th July, 1880. [1124

C. L. THEVENIN,
WINE AND SPIRIT MERCHANT,
AND COMMISSION AGENT,
57, WYNDHAM STREET,
Sept. 15] HONGKONG. [1479

A. MILLAR & CO.,
PLUMBERS, GASFITTERS, COPPERSMITHS, & BRASSFOUNDERS,
OFFICE AND WAREROOM—FLETCHER'S BUILDINGS, QUEEN'S ROAD EAST.
WORKS—SPRING GARDENS, WANCHI.

DYNAMITE, FUSES, DETONATORS, &c., from NOBEL'S EXPLOSIVES CO., LIMITED, GLASGOW, can be had in any quantity on application to THE BORNEO CO., LIMITED, Agents.
Hongkong, 9th March, 1880. [429

L. ROSE & Co.'s CELEBRATED LIME JUICE CORDIAL.
Sole Agents for Hongkong and China,
ARNHOLD, KARBERG & Co.
Hongkong, 19th May, 1880. [847

JOSEPH GILLOTT'S STEEL PENS.
GOLD MEDAL, PARIS, 1878.
Sold by all Stationers and Dealers.

CHAS. J. GAUPP & CO.,
CHRONOMETER, WATCH, AND CLOCK MAKERS, JEWELLERS, SILVERSMITHS, AND OPTICIANS,
Have been appointed Sole Agents for VOIGTLANDER and SOHN'S Celebrated MARINE GLASSES, OPERA GLASSES, and TELESCOPES.
Hongkong, 4th September, 1880. [1435

FOR SALE.

CUTLER, PALMER & Co.'s CLARETS, at $13½, $9, $8, $7, $6, and $4½ PER CASE OF 1 DOZEN QUARTS.
SHERRIES, at $10½, $9½, $9, and $8½ PER CASE OF 1 DOZEN QUARTS.
CHAMPAGNE, at $13½ PER CASE OF 2 DOZEN PINTS.
CHAMPAGNE, at $12½ PER CASE OF 1 DOZEN QUARTS.
HOCK, at $9 PER CASE OF 1 DOZEN QUARTS.
BRANDIES, * ** *** and ****, at $7½, $8½, $10, and $11 PER CASE OF 1 DOZEN QUARTS.
Detailed Price Lists on application to
SIEMSSEN & Co.
Hongkong, 6th January, 1880. [28

FOR SALE.

CHAMPAGNE, 1874.
HEIDSIECK & Co.'s
MONOPOLE.
DEETJEN & Co.
Hongkong, 2nd July, 1877. [1094

FOR SALE.

CUTLER, PALMER'S CELEBRATED WINES AND COGNAC.
Price List on application.
F. BLACKHEAD & Co.
Hongkong, 1st November, 1877. [33

FOR SALE.

DICTIONNAIRE CHINOIS—FRANCAIS ET LATIN,
By M. DE GUIGNES,
1 vol., strongly bound, and in excellent condition.
Apply to LEONG AKIT, *Daily Press* Office.

FOR SALE.

CHAS. HEIDSIECK'S CHAMPAGNE, 1874, "WEISSLACK."
$20 ..... per case of 2 dozen pints.
$19 ..... per case of 1 dozen quarts.
CHATEAU LEOVILLE POYFERRE, 1869.
"VIN DES PRINCES."
$18 ..... per case of 1 dozen quarts.
PALMER MARGAUX.
$7 ..... per case of 1 dozen quarts.
$8 ..... per case of 2 dozen pints.
CHATEAU BELAIR.
$7 ..... per case of 1 dozen quarts.
LORMONT.
$5 ..... per case of 1 dozen quarts.
$6 ..... per case of 2 dozen pints.
SIEMSSEN & Co.
Hongkong, 13th February, 1880. [27

THE TOURISTS' GUIDE.
REDUCED PRICE, $1.
Containing the names of all the Articles of Trade, objects of Natural History, Furniture, &c., &c., with the Punti and Mandarin Pronunciation.
Also a few copies of the GRAMMAR of the CHINESE LANGUAGE, in two parts.

INTIMATIONS.

IN THE MATTER OF ARTHUR WILLIAM CORNER, DECEASED.

NOTICE is hereby given that all Creditors and other Persons having any CLAIMS or DEMANDS upon or against the Estate of ARTHUR WILLIAM CORNER, late of Amoy, in the Empire of China, Merchant and Commission Agent, who died at Naples on the 12th day of May, 1880, Letters of Administration of whose personal Estate were duly granted to JAMES HENRY COX, of Victoria, in the Colony of Hongkong, as Attorney for GEORGE RICHARD CORNER, of Shanghai, in the said Empire of China, the Brother of the said Deceased, by the Supreme Court of Hongkong, in its Probate Jurisdiction, on the 8th day of November, 1880, are hereby required to send in writing the Particulars of their CLAIMS and DEMANDS to the said JAMES HENRY COX, or to the Undersigned, on or before the 16th day of December, 1880. Notice is hereby also given that, at the expiration of the last-mentioned day, the said JAMES HENRY COX will proceed to distribute the Assets of the said ARTHUR WILLIAM CORNER amongst the parties entitled thereto, having regard to the Claims of which the said JAMES HENRY COX may then have had notice, and that the said JAMES HENRY COX will not be liable for the Assets, or any part thereof, so distributed to any person of whose Claim the said JAMES HENRY COX shall not have had notice at the time of the distribution. All Persons indebted to the said Estate are also required to make immediate payment to the said JAMES HENRY COX.

Dated the 16th day of November, 1880.

BRERETON AND WOTTON,
Solicitors for the Administrator,
1793] 29, Queen's Road, Hongkong.

NOTICE.

TENDERS will be received at this Office up till Noon of THIS DAY, 18th November, for the External PAINTING, COLOURING, WHITENING, &c., and REPAIRS previous thereto, of the BUILDINGS in the ROYAL NAVAL YARD, according to Specification and Plan, which may be seen on application to the Undersigned.

The lowest or any Tender will not be necessarily accepted.

E. B. JOREY, Naval Storekeeper.
Hongkong, 3rd November, 1880. [1727

NOTICE.

TENDERS will be received at this Office up till Noon of SATURDAY, 27th November, for SUPPLYING and LAYING CANTON MARBLE TILING in the VERANDAHS of the Deputy Inspector-General's Residence at the Royal Naval Hospital; also for REPAIRING the ROADS and PATHS at the Royal Naval Hospital, according to Specification and Plans to be seen on application to the Undersigned.

The lowest or any Tender will not be necessarily accepted.

E. B. JOREY, Naval Storekeeper.
Hongkong, 13th November, 1880. [1777

DENTIST.

DR. WM. C. EASTLACKE has returned to Hongkong and will RECEIVE PATIENTS at his rooms, No. 50, QUEEN'S ROAD CENTRAL.
Hongkong, 10th November, 1880. [1764

JUST LANDED,
Ex French Steamer "DJEMNAH," and for Sale by the Undersigned:—
Paris-made GENTLEMEN'S and CHILDREN'S BOOTS and SHOES.
A few Pairs LADY'S BOOTS.
A special selection of very superior FRENCH and SPANISH WINES, in Cases and Casks.
LIQUEUR, CHAMPAGNE, and Genuine Spanish OLIVE OIL, viz.:—
VIN DE MACON. PRIORATO TINTO, in Cases and Casks. MONSERRAT LIQUEUR. LOUIS LAMBERT CHAMPAGNE, in Quarts and Pints.
TABLE WINES:—JEREZ, GARNACHA, MACABEO, RANCIO, SECO ORO, OPORTO.
VERY OLD AFTER DINNER WINES:—MOSCATEL, MADEIRA, WHITE PORT, and OLD PORT.
OLIVE OIL, from Castell del Mas and Campo de Tarracona.
&c., &c., &c.
ECA DA SILVA & Co.
Hongkong, 11th November, 1880. [1768

FOR SALE.

PRIME GENEVER in Stone Jars; MARTEL BRANDY ***, at $6.50 per Dozen; WOLFE'S SCHNAPPS and KUMMEL, Good NAVY COCOA (in retail). SALOON RIFLES and CARTRIDGES, Good REVOLVERS, RE-LOADING CAPS, SHOT and CARTRIDGE CASES in Sizes, &c., &c., &c.
J. F. SCHEFFER, 54, Praya Central.

NOTICE.

THE Undersigned have been appointed SOLE AGENTS of the ELLIOTT'S METAL COMPANY, Birmingham for Hongkong and China.

MELCHERS & Co.
Hongkong, 14th September, 1880. [1474

T. ALGAR AND COMPANY,
HOUSE AND ESTATE AGENTS,
RENTS COLLECTED.
BROWN, JONES & CO.,
UNDERTAKERS,
MOURNING STATIONERY, &c.,
MONUMENTS ERECTED,
9, HOLLYWOOD ROAD.
34]

NOTICE TO MARINERS.
No. 126.
CHINA SEA.
ENTRANCE TO HAN RIVER—SWATOW DISTRICT.
DOVE ROCK WHISTLING BUOY.

NOTICE is hereby given that a RED and BLACK CHEQUERED AUTOMATIC WHISTLING BUOY, 10 feet in diameter at the water line, has been moored in 4½ fathoms of water about two cables from the pinnacle of the Dove Rock, so as to mark the S. E. extremity of the reef.

By Order of the Inspector-General of Customs,
DAVID M. HENDERSON, Engineer-in-Chief.
Imperial Maritime Customs,
Engineer's Office,
Shanghai, 4th October, 1880. [1m1734

NOW ON SALE.

THE HOUSEHOLD COMPANION AND STUDENT'S FIRST ASSISTANCE.
By Dr. DEVAN,
With many Additions, Corrections, and Dr. WILLIAMS' Orthography.
PRICE:—
In Paper Wrapper $1.50
Neatly Bound $2.00
Apply at the *Daily Press* Office.

NOTICES TO CONSIGNEES.

NOTICE TO CONSIGNEES.

CONSIGNEES of the following Cargo are requested to send in their Bills of Lading to the undersigned for countersignature, and take immediate delivery. This Cargo has been landed and stored at their risk and expense.
No Fire Insurance has been effected.
Ex "DJEMNAH."
J (in diamond), 4002, Order, 1 Bale Meltons, from London.
YV (in heart) } 412/11, Order, 15 Bales Woollens,
JM } from London.
SP (in triangle), Order, 59 Bags Sharp Stones, from Madras.
M } Order, 147 Bags Sharp Stones, from Madras.
AE }
G. DE CHAMPEAUX.

INTIMATIONS.

HONGKONG CHORAL SOCIETY.

A CONCERT will be given in the ST. ANDREW'S HALL, CITY HALL, TO-MORROW (FRIDAY), the 19th instant, to commence at NINE P.M. punctually.

TICKETS (Price $2) can be obtained from Messrs. LANE, CRAWFORD & Co., on and after TUESDAY, the 16th instant.

The following will be the Programme:—
PART I.
1.—PIANOFORTE SOLO.

NOW ON SALE.

THE CHRONICLE AND DIRECTORY FOR CHINA, JAPAN, &c.,

For 1880,

With which is incorporated "THE CHINA DIRECTORY".

This Work, the ONLY one of the kind in China or Japan, is now in the

EIGHTEENTH YEAR

in its existence, and is NOW READY, for SALE.

It has been compiled from the MOST AUTHENTIC SOURCES, and no pains have been spared to render it THOROUGHLY RELIABLE; both as a Directory and as a Work of Reference on Commercial Matters.

Various additions have been made, tending to render the Work still more valuable for reference. The descriptions of each Port have been carefully revised, and the trade statistics brought down to the latest dates obtainable.

It contains a DESCRIPTION and DIRECTORY for HONGKONG, MACAO, PAKHOI, HOIHOW, WHAMPOA, CANTON, SWATOW, AMOY, TAMSUI, TAIWANFOO, TAMSUI, KEELUNG, FOOCHOW, WENCHOW, NINGPO, SHANGHAI, CHINKIANG, KIUKIANG, WUHU, HANKOW, ICHANG, CHEFOO, TAKU, TIENTSIN, NEWCHWANG, PEKING, NAGASAKI, KOBE (HIOGO), OSAKA, YOKOHAMA, NIIGATA, HAKODATE, MANILA, ILOILO, CEBU, SAIGON, CAMBODIA, HAIPHONG, HANOI, BANGKOK, and SINGAPORE, as well as condensed accounts of China Japan, the Philippines, and the Ports of Annam.

The Work is embellished with the following Plans and Maps:—Chromo-lithograph Plans of VICTORIA, Hongkong, of CANTON, the FOREIGN SETTLEMENTS at SHANGHAI; a Chromo-lithograph Plan of the CODE of SIGNALS in use at VICTORIA PEAK; and Maps of the COAST of CHINA and HONGKONG.

"The Chronicle and Directory for China, Japan, and the Philippines" is published in Two Forms—Complete at $5; or with the Lists of Residents, Port Descriptions and Directories, Plan of Victoria, and Code of Signals, at $3.

Orders for Copies may be sent to the *Daily Press* Office, where it is published, or to the following Agents:—

MACAO .....Messrs. A. A. de Mello & Co.
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FOOCHOW .....Messrs. Hedge & Co.
NINGPO .....Messrs. Kelly & Walsh, S'ghai.
SHANGHAI .....Messrs. Hall & Holtz.
SHANGHAI .....Messrs. Kelly & Walsh.
NORTHERN & RIVER PORTS .....Messrs. Hall & Holtz and Kelly & Walsh, Shanghai.
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HIOGO, OSAKA .....The C. and J. Trading Co.
YOKOHAMA .....*Japan Gazette* Office.
MANILA .....Messrs. Viuda de Loyzaga & Co.
SAIGON .....Mr. J. H. Bloom.
SINGAPORE .....Messrs. Sayle & Co.
BANGKOK .....Messrs. Malherbe, Jullien & Co.
LONDON .....Mr. F. Algar, Clement's Lane.
LONDON .....Messrs. Geo. Street & Co.
LONDON .....Messrs. Bates, Hendy & Co.
SAN FRANCISCO .....Mr. L. P. Fisher, 21, Merchants' Exchange.
NEW YORK .....Messrs. S. M. Pettingill & Co., 37, Park Row.

Daily Press Office, 13th January, 1880.

NOTICE.

A. S. WATSON AND CO.,
FAMILY AND DISPENSING CHEMISTS.

By Appointment to His Excellency the GOVERNOR and his Royal Highness the DUKE OF EDINBURGH,

WHOLESALE AND RETAIL DRUGGISTS,
PERFUMERS.
PATENT MEDICINE VENDORS.
DRUGGISTS' SUNDRYMEN,
And
AERATED WATER MAKERS.

SHIPS' MEDICINE CHESTS REFITTED.
PASSENGER SHIPS SUPPLIED.

NOTICE.—To avoid delay in the execution of Orders it is particularly requested that all business communications be addressed to the Firm, A. S. WATSON and Co., or

HONGKONG DISPENSARY. [31

NOTICES TO CORRESPONDENTS.

Communications on Editorial matters should be addressed "The Editor," and those on business "The Manager," and not to individuals by name.

All letters for publication should be written on one side of the paper only.

Correspondents are requested to forward their name and address with communications addressed to the Editor, not for publication, but as evidence of good faith.

Advertisements which are not ordered for a fixed period will be continued until countermanded.

The Daily Press.

HONGKONG, NOVEMBER 18TH, 1880.

WE are glad to find the Commissioners of Customs speaking out plainly on all subjects that come under their notice. Throughout the able and interesting reports for the year 1879 on the trade of the various Chinese Treaty ports, there are scattered numerous home truths which the Chinese Authorities would do well to lay to heart. Thus we find one gentleman commenting severely on the want of energy and enterprise displayed by the Authorities in one province in allowing its undoubted mineral wealth to lie neglected and untouched; in another report we come across some adverse remarks on the manner in the transit pass system is worked; and in yet another we find the Shantung officials reproached for their apathy in not improving the means of communication in that often-afflicted province. Referring to the late fearful famine, which so desolated Shantung, Chihli, and Shansi, Mr. DETRING, Commissioner of Customs at Tientsin, says:—"Calamities of such magnitude as the late famine generally have some good effect. By the harm they do they forcibly impress upon man the necessity of providing means for their future prevention and alleviation. It might thus have been fully expected that the introduction of railways into those parts of the Empire where, in the absence of waterways, railways alone are the weapons to fight against the caprices of nature which cause famine, and thus imperil the existence of millions of men, would have resulted from the experience of the famine. But in China it is otherwise. Should another famine occur, it will find its path not blocked and its effects not checked any more than the year before last and centuries ago." It might indeed have been imagined that so terrible a lesson as the last great famine in North China would have had its due effect even upon the lethargic minds of Chinese officials. It is obvious that the railway is the only effectual and rapid means of transit possible between the seaboard and the inland provinces of Shansi, Shensi, and Honan, while large districts of Shantung and Chihli are likewise not easily accessible. The navigation of the Yellow River is difficult and dangerous, and if the before-mentioned provinces are to be opened up to trade it must be by means of the iron road. Had there been railway communication from the coast to the province of Shansi, hundreds of thousands of lives would have been saved, for the difficulty was not so much in providing food as in getting it conveyed to the starving millions. Independently, however, of the use the railway would prove in North China in preventing famines, there is another view of the question: the expansion of commerce that would follow on the establishment of proper means of communication between the ports and the inland districts. We can understand the opposition of the Chinese officials to the introduction of railways into those provinces which enjoy unrivalled waterways, as the mandarins may not unnaturally be unable to see how the cost of construction could be recouped, or why the railway should be brought into competition with the rivers and canals. But in those parts of the Empire where the water communication is deficient, and where long and toilsome journeys have to be made on mere bridle paths of the roughest description, railways would be a boon indeed. The cost of transit of goods at the present time is, of course, very high, as every bale of cottons has to be carried on the backs of mules or ponies for hundreds of miles, over hills and across valleys, on tracks that in bad weather are almost impassable. Inducements enough exist in North China to render any civilised Government anxious to introduce railways into the country. But in China, as Mr. DETRING remarks, "it is otherwise." The Government will not see the advantages to be derived from improved means of communication, and they turn a deaf ear to all proposals for the construction of railways in any part of the Central Kingdom. The railway would seem to be a sort of nightmare to Chinese officials; and the time for the advent of the revolutionising iron road in China, we are bound to say, seems very far distant.

A mail for Bangkok closes at Singapore at 2 p.m. to-morrow, the 19th instant.

The moorings of the hospital ship *Maeander* having been overhauled, the hulk was towed back to her usual berth yesterday.

A funeral took place yesterday afternoon to inter the remains of Mrs. Gillbee, wife of Mr. W. W. Gillbee, of H.M.S. Naval Yard. The funeral was numerously attended by the employés of the establishment and Naval Yard Police.

We are glad to hear that Captain Wade, of the Chinese revenue cruiser *Shien-chi*, who some weeks ago had a severe apoplectic seizure on board his vessel, has so far progressed towards convalescence as to be able to leave the hospital.

We have to record the death of another soldier of the 27th Inniskillings, Corporal Corbett, who died yesterday morning of remittant fever, and the funeral took place the same afternoon, with military honours. It appears the deceased was employed as marker for the firing party at Kowloon, and probably exposure for a considerable time every day to the sun accelerated his death, as he was of a rather a weak constitution.

From the *Shanghai Mercury* of the 12th inst. we learn that—"The steamer *Devonshire* is still detained, not being able to get over the Bar. She is expected to cross that Heaven-sent Barrier on Sunday next." On a recent trip down, the *Yangtsze* was detained several hours at Wosung, and the arrival of the steamer at this port was delayed consequently until midnight. Captains and owners have a slightly different name for the bar to that used by Chinese; they call it the accursed impediment.

We learn that the Compagnie des Forges et Chantiers de la Méditerranée is engaged in the construction of an ironclad ship for the Chinese Government at their works at La Seyne, near Toulon. Another French firm of shipbuilders at Bordeaux have also received an order to build a large ironclad for the Chinese Government. These must be the vessels for which a large sum of money was wanted recently at Peking. It is reported that, pending the receipt of advances from China, the launch of these vessels will be delayed, if the works are not suspended.

The *N. C. Daily News* a few days ago published an account from its correspondent at Chinkiang, of a "picnic" given to the officers and men of H.M.S. *Encounter*, but *apropos* of this affair a most amusing bit of information has come to hand, which we suppose the editor of our morning contemporary did not feel at liberty to publish. In the course of the rambles on the hills, a sailor came across a missionary dressed *à la Chinois*, and believing him to be a veritable native, he entered into conversation with him in pidgin English. But the missionary informed the sailor that he was as much an Englishman as he was, which dumbfounded "Jack," and, with the bluntness characteristic of his class, he exclaimed "Then why the d——l are you sailing under false colours."—*Mercury.*

Some interesting information is given by the Russian papers about the Amoor district. This territory covers an area of 3,000 square miles, and has 50,000 inhabitants; yet not a single newspaper is published in the district, the *Sibir*, which used to appear daily at Irkutsky, having been suppressed by the Government. The people obtain nearly all their provisions from China, while their imports into that country are very insignificant, consisting chiefly of gold and skins; they are therefore waiting with great anxiety of the results of the negotiations regarding the Kuldja Treaty, since, if hostilities were to break out between Russia and China, they would be threatened with famine. A considerable number of steamers, belonging chiefly to the Amoor Steam Navigation Company, are employed in conveying gold from the gold mines. Several of these steamers have been constructed by Russian shipbuilders on the spot, out of wood obtained in the adjoining forests; the engines have been imported from America.

There are a few persons in China—and one or two in Hongkong—who, being saturated with pro-Chinese ideas, are not slow to laud Chinese for their benevolence, gratitude, and general large-heartedness, when the opportunity serves; and, while we are ready to acknowledge the quality of the aphorism "give the devil his due," we cannot help thinking that with regard to the Chinese estimate of valuable service rendered, the boot is more frequently on the other leg. This remark applies to the Chinese generally; but it is to the Chinese authorities that we more particularly refer, and a case has recently come under our observation in which mandarindom has displayed the acme of meanness and tyranny in dealing with a European in the Chinese service, which is only to be equalled by one or two similar instances which have gone before. A short time ago, when about to make a passage from one port to another, the commander of one of the Viceroy's gunboats was notified that he would have certain Chinese officials as passengers. The mandarins came on board in due course, and for their convenience the captain gave up all his accommodation excepting the cabin in which he slept; but the high and mighty Celestials were not satisfied with this, and on the first opportunity laid such a complaint against the captain of the gunboat that his dismissal followed shortly after. This officer has passed about fifteen years of the best of his life in his recent employment and has been noted for vigilance and activity in the service in which he has been engaged. Every man is the best judge of his own standard of dignity, and it is certainly hard lines for the commander of a craft to be expected to give up his very bed, even to his employers; but we think the officer referred to would not have sustained any loss of dignity in dealing with these childish great men, even if he had complied with their request for the fore-topmast for a tooth-pick or the back-stay for a skipping-rope.

The *Oceania* of the 6th ultimo states, on the authority of well-informed persons, that a splendid future awaits the company owning the Manila-Hongkong cable. The receipts at Manila since the cable was opened for traffic are as follow:—May, $7,500; June, $11,500; July, the month of the earthquake, $16,750; and August, $13,240, which, added to the $4,000 monthly subsidy granted by the State, give an average receipt of about $10,000 per month.

The *Shanghai Mercury* of the 13th inst. says:—Messrs. Sayle & Co.'s Establishment have been very unfortunate; for we hear that no less than three of their employés have fallen victims to typhoid fever, and as many as six have been infected at different times. Yesterday an employé, named William Coleman, fell a victim to the same complaint and was buried in the Cemetery this afternoon. He was esteemed by all who knew him; and some forty or fifty of his friends followed him to his last resting place. He was the Junior Deacon of the (Masonic) Cosmopolitan Lodge.

The *Shanghai Courier* of the 12th instant reports that "a British brig called the *Victory* went ashore on the north end of the Sha-fin-tien Bank, about thirty miles from Taku, just before the steamer *Taku* left Tientsin on the 9th inst. The mate of the vessel had arrived in port, and applied for assistance from H.M.S. *Leipsing*. It was thought that if a heavy breeze came on the *Victory* would be in serious danger. The master at the time had his wife on board." The *Victory*, is a vessel of 225 tons, and was commanded by Captain Whiting when last in Hongkong waters. She loaded partly at Whampoa on that occasion, and left Hongkong Harbour on the 13th July last, with a general cargo for Tientsin.

LAW NOTICES.

SUPREME COURT OF HONGKONG.
THURSDAY, 18TH NOVEMBER, 1880.

IN CRIMINAL JURISDICTION—(Before the Chief Justice at 10 o'clock).—Calendar:—(1) Wong Akiu, larceny from the person; (2) Chan Aying, larceny; (3) Chan Ashing, obtaining money by false pretence; (4) Chan Ashing, obtaining goods by false pretence; (5) Chan Ashing, attempting to obtain goods by false pretence; (6) Dan Acheung, burglary, receiving stolen goods; (7) Chau Aon, making false statement to Registrar-General; (8) George Warren, unlawfully wounding with intent to be grievous bodily harm, wilfully wounding; (9) Ho Aching, piracy.

IN ORIGINAL JURISDICTION (before Mr. Justice Snowdon, in Court, at 10 o'clock)—In the matter of the trust estate of Mary Ellen Elizabeth Snelling—(petition of Official Trustee for directions).

IN PROBATE JURISDICTION (in Court)—In the goods of Kwan Yat Yuen, deceased—(petition of Kwan Kai Loy for probate). In the goods of O Chan Tsit, deceased—(petition of O Kwok Kwan for probate).

In Chambers at 11.30 o'clock—Kwan Hoi Chuno and others v. Fong Sui Fang and others—(Summons on behalf of Receiver for further directions). Sands v. Forbes—(Summons for leave to pay proceeds of sale of stock into Court).

IN BANKRUPTCY—(in the Registrar's Office at 11 o'clock)—In the matter of Dhraimdass Dayoomull, a bankrupt—(Adjourned meeting of Creditors).

LOSS OF THE STEAMER "DOUGLAS."

We regret to learn from Messrs. Douglas Lapraik & Co. that a telegram was received yesterday morning announcing the loss of their steamer *Douglas*, Captain S. Ashton, by striking on an unknown rock in the Haitan Straits. No lives were lost, but no further particulars are given. The *Douglas* left this port for the East Coast on the 10th instant. The ill-fated steamer was making her one hundred and seventy-ninth trip.

POLICE COURT.

17th November.

BEFORE THE HON. M. S. TONNOCHY.

ASSAULT AND ROBBERY.

Joseph Nugent, a private in the 27th Regt., was charged with assaulting one Wong Wai, a hawker.—Complainant said yesterday afternoon, about half-past three o'clock, I was hawking oranges outside the Yau Mah Tee Market. The defendant came up and took four or five oranges in his hand, and then walked away. I said, "Don't go away until you pay me." He then struck me on the face with a stick and cut my nose. There were several other soldiers with him, eleven or twelve; they also beat me, with their fists. A lukong saw the defendant beating me and told him not to do so.

Cheung Achau, P.C. 305, said—Yesterday afternoon I was on duty at Yau Mah Tee. About half-past three o'clock I heard a noise. I went to the complainant and asked what was the matter. He said the defendant had taken some oranges. I said to the defendant, "Why don't you pay the man." He said, "Its nothing to do with you; get away." Then the defendant and about nine other soldiers were going to beat me, so I ran away and called the Inspector to arrest the defendant. When I first went up the complainant was bleeding from the nose. The defendant had four oranges in his hand which he afterwards threw away. There was a great crowd there at the time.

Inspector Cameron said—About four o'clock yesterday afternoon the last witness came to the station and reported that a soldier had committed an assault on a hawker. I went down to the village and saw some ten or eleven soldiers, and almost the whole village turned out. There was a great crowd. The soldiers were more or less under the influence of liquor. The defendant admitted striking the complainant, but said it was in self-defence.

The defendant was fined $2, and ordered to pay $1 amends to complainant, in default fourteen days' hard labour.

BREACH OF THE MARKET ORDINANCE.

Kwok Asui was fined $5 or three weeks' imprisonment for selling fish in the Central Market otherwise than on a stall or in a shop. This was his second offence of a similar nature.

Chung Apia and another were fined $3 each for a similar offence.

POCKET PICKING.

Chun Aping, a cook, was sentenced to be imprisoned for six weeks, the first and last 14 days in solitary confinement, the remainder with hard labour, and to be exposed in the stocks for three hours, for stealing a pocket handkerchief at the Recreation Ground. The prisoner took the handkerchief from another man's pocket as he was standing looking at a performance.

GAMBLING.

Ting Awan and seven others were charged by Inspector Lindsay with public gambling in Gilman's Bazaar, and were all convicted.

The first and second defendants were fined $100 each, or three months' hard labour, and the other defendants were fined $5 each. In addition, the whole eight prisoners to be exposed in the stocks for six hours in Gilman's Bazaar.

LARCENY.

Ham Su Dean, of Singapore, a quartermaster on board the steamer *Conquest*, was charged by the chief officer, J. F. Langelier, with stealing five eggs from an ice-box on board the above ship, while in Dock at Hung Ham.—Remanded until the 19th instant.

A YOUNG PROGRESS.

Leong Akit, a single girl, fifteen years old, was charged by one Chong Akiu, a single girl, also fifteen years old, with unlawful detaining her for the purpose of prostitution.

Chong Akiu said—I am fifteen years of age and single. My parents live in the Wong Chuo village, Tung Kun District. Yesterday my mother brought me to Hongkong and took me to my aunt's house in Saiyingpun. My aunt sold me last night to the defendant's father for $125 to be a prostitute. The defendant's father is a boatman. He has a small boat near the Canton steamer wharf. I saw the defendant's father pay the dollars in silver to my aunt. My mother was present at the time. My mother sold me because my family is poor. This morning my mother went home. Yesterday my aunt took me to defendant's father house. I do not know what street it is in. The defendant's father this morning told me I was to be a prostitute. I did not want to be a prostitute, so I ran out of the house. The defendant ran out after me, and seized hold of me. I said out loud, "My aunt sold me to be adopted and now they want me to be a prostitute." A district watchman (whom I now see in Court) came up and took us both to the station.

Kwan Asang district watchman, said—This morning, about half-past seven o'clock, I was in Queen's-road East. I saw the complainant and the defendant struggling together. I asked what was the matter, and the defendant said "She wants to run away." Complainant said the defendant had kidnapped her, so I took them to No. 2 Station. The defendant's father lives at No. 4 Tai Wo-street. I do not know what he is. I have not been able to find him.

Remanded until the 20th inst.

BEFORE THE HON. NG CHOY.

LARCENY.

Ng Ayung, a hawker, was sentenced to five months' hard labour for stealing money and property to the value of $16, from one Pun Akai.

NUISANCE.

Man Chop Tsoung was summoned by Inspector Mulgraves for allowing filth to remain exposed in the immediate vicinity of his dwelling and was fined $1 or three days' imprisonment.

OBSTRUCTION.

Li Kam, a shopman was fined $2, or four days' imprisonment, for causing an obstruction by leaving a lot of baskets on the footway at Praya West.

CANTON.

(FROM OUR OWN CORRESPONDENT.)

16th November.

News of another disastrous fire in a matshed theatre has been received. The natives assemble in immense numbers in these inflammable structures and seeing their great carelessness in respect to fire the only wonder is that accidents are not more frequent. The fire now referred to occurred at Sai Chu Shan, in the Nam Hoi district, at about two o'clock on the 11th instant. The birthday of one of the Gods was being celebrated, and in honour of the occasion a theatrical performance has being given in a large mat shed, which was crowded with spectators. The matting took fire in consequence of the letting off of crackers. A rush was of course at once made for the doors, but the means of exit were too small to allow of the escape of such a crowd of people and a great number of women and children were crushed and trampled to death, while the flames spreading with great rapidity burnt all who had been unable to make their exit. The number of lives lost is stated to be not much less than a thousand, chiefly women and children.

The blind men of this city have erected a new building outside the East gate as the head-quarters of their club or guild, the purpose of which is to watch over the interests of the blind when any matter may arise affecting them. Notices have been posted on the walls calling upon all blind men to join; otherwise they will not be intitled to the protection of the guild. It strikes one as rather peculiar to see placards posted as the means of conveying notifications to blind men.

With the commencement of the winter season brigandage begins to lift up its head in the country districts. The other day a raid was made upon the family house of a rich man at Kiukiang village, in the Nam Hoi district, when $500 worth of booty was carried off.

THE TRADE OF PAKHOI.

Mr. T. Piry, Customs Assistant in charge at Pakhoi, in his report for 1879, makes the following interesting remarks on the trade of that port:—

In its beginning, it must be remembered, Pakhoi met but poorly the sanguine expectations formed by many when it was declared a Treaty Port. Opened on the 1st of April, 1877, it only now begins to put on a new face, having for fully two years and a half remained what it was already known to be, a large centre of foreign trade entirely carried on in native craft, almost directly with two foreign ports, Macao and Hongkong. During the first few months after its opening, it is true, some appearance of business was exhibited. Four steamers called in 1877, and carried on a trade the value of which in the returns Gazetts of that year attains the modest figure of Hk. Tls. 11,714. Another, in September 1878, made a fresh attempt, and left again without result. But these fruitless efforts only raised a general dissatisfaction, and Pakhoi was entirely deserted by steamers.

I am glad it is at last my lot to signal a serious commencement of work in foreign vessels. So brilliant, indeed, is the beginning, that, after the deception caused by the long failure of the port, it can hardly fail to cause both surprise and gratification to anyone who has devoted any attention to it. The two previous reports published on this place spoke hopefully of future; it can now be said that success readily responded to the first serious effort made.

Messrs. Russell & Co.'s steamer *Hainan* will be remembered here as having proved the means of breaking the ice at Pakhoi. She made her first appearance on the 28th of September, with a foreign merchant on board. Owing to her small tonnage, her quick and economical passages, the *Hainan* is well fitted for the enterprise. She became at once a favourite with the native merchants, and has since entirely devoted herself to the port. Owing, however, to an accident to her engines after her second run, it was not before the 10th of November that she began continued work. Messrs. Jardine, Matheson & Co.'s steamer *Conquest* and the China Merchants' Steam Navigation Co.'s steamer *Hieashin*, at the moment on the line between Hongkong and Haiphong, soon made their appearance also, and have since paid regular calls at Pakhoi on their way up and down.

They thus gave rise to a lively competition, which, though somewhat disastrous to the owners, greatly advanced matters by temporarily determining moderate rates of freight. So, from the 28th September to the close of the year, 14 steamers entered the port, of which 12 from the 10th November only, that is, within about seven weeks. Considering the shortness of the period, the trade they carried on is pretty large, its value, as shown in our annual returns, amounting to not less than Hk. Tls. 333,498. The revenue collected thereon was Hk. Tls. 20,500.

The causes, more or less direct, of the sudden transformation in the carrying trade of the port, now readily adopted by the local merchants, who until then had shown anything short of utter disdain for steam conveyance, offer no doubt an interesting question, but not quite easy to treat, being manifold in its aspect. It is, in fact, as usual, a combination of causes which determined the victory.

The attention of the merchants was a little excited in the beginning of the year by the information they received of the issue of Transit Passes. Some determined to try them for the conveyance of cassia lignea to this port, an article hitherto prohibited on its market. A contract was in consequence passed with a foreign merchant. On further consideration, however, the foreigner backed out, somewhat disgracefully, and left the port. This regrettable affair, enough by itself to ruin the foreign name in the new place, was fortunately remedied by the kind agency of a foreign firm, to which not a little credit is due for the action. The contract was confirmed by them, a Pass immediately taken, and the cassia lignea satisfactorily brought down from Kwangsi to Pakhoi. Hence, firstly the coming of the *Haiian* to fetch this cassia.

Then during the typhoon of October several Macao junks, richly laden, were sunk in the Hainan Straits—a mishap, by the way, which happens to three or four junks every year—and caused a heavy loss to two hongs here. The news just reached this port about the time when the *Hainan* commenced to run, and prompted some merchants to give a trial to steam conveyance, as affording more security.

But a still more obvious and direct coincidence worked in favour of steamer enterprise. A new tax on opium, the *Haifang* or *sea-protection* tax, was inaugurated about the middle of 1879 in the province of Kwangtung. While branch offices for this new levy were carefully established at the other Treaty Ports in the province, its opening at Pakhoi, in the entire absence of steamer trade, was probably judged unnecessary; the more so, that this tax could be easily levied on junk trade at Maliuchow, near Macao, a barrier-station where every Macao trading junk is by rule obliged to call and take her papers. Steamers suddenly offered the Pakhoi merchants a way to import their opium by another route than Maliuchow, and thus, pending the establishment of a *Haifang* office here, evade the new tax of Tls. 30 a chest. This they did not fail to see, and they eagerly availed themselves of it; before the new establishment, was properly organized and could demand the tax, no less than 370 chests of opium had been landed from steamers. However short this period lasted, it did away with the antagonism still existing in the hearts of some influential merchants, and not a little contributed to allowing foreign steamer trade to take a decisive and firm footing in the port.

There might still be quoted some other minor reasons: the incidence of low rates of freight, consequent upon a sudden competition between steamers belonging to three different companies; and a general dissatisfaction among local traders from the arbitrary levy of certain taxes on the Macao trade. But the above remarks, based on actual facts, will, I hope, suffice to illustrate this somewhat remarkable revolution in business, accomplished in a little less than two months.

To now come to consider the work actually done, it has to be borne in mind, while perusing the present review, that though the first steamer called on the 28th September, through an accident, she only began to do serious work, with the two other steamers, after the 10th of November. We have therefore, so to speak, only seven weeks of trade to comment upon. In consequence, no practical deductions for the estimate of a year's can be drawn from the figures in our returns. The chief article of import, opium, was brought in quite abnormal proportions. The Exports themselves, among which cassia lignea and star anised show prominent figures, were not, either of them, dealt with under ordinary conditions. Many articles, in fact, which chiefly contribute to the Export trade of Pakhoi—I may quote sugar, ground-nut cake, and oil—show but insignificant figures. It is therefore quite as premature as over to make an attempt at a general estimate. All that can be said is that during seven weeks goods to the value of Hk. Tls. 333,498 were conveyed by steamer between this and Hongkong, and that, presuming that favourable and unfavourable circumstances mutually balance each other, this amount would give for a twelvemonth of trade as an singularly near the estimate advanced two years ago by Mr. Commissioner McKean, Hk. Tls. 2,000,000.

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Closing this general review, we may sum up the results achieved during the last few weeks of the year 1879.

The difficulties that had to be overcome were serious. A special and coastly line of native craft, numbering some 40 junks of large tonnage, had monopolised the trade between this and Macao. Hongs at both extremities of the line had invested large capital in them, and were naturally anxious to oppose the introduction of steam navigation between the two ports. From many, even among those not interested in junks, some resistance was also to be met, the monopoly of the carrying line greatly enabling them to preserve the monopoly of their special trade in foreign piece-goods. Again, the employment of steamers for the direct conveyance of goods between Hongkong and Pakhoi did away with the necessity for the junks' agencies hitherto existing at Macao, a change involving, no doubt, considerable expense.

From the results discussed above, we can easily infer that the worth of the privilege hitherto enjoyed by the Macao trading junks is already greatly curtailed, and, in fact, in a fair way to be lost entirely. In point of fact, the greater portion of Exports during the period under review have been shipped by steamer; indeed, owners of junks themselves have heartily welcomed the change and readily taken advantage of the new mode of communication.

In conclusion, the year 1879 closes after the achievement of highly satisfactory results, and leaves promising prospects for the present year.

TATTOOING CRIMINALS IN CHINA.

The *Sin-pao* publishes an article, says the *Shanghai Courier*, which would have been of considerable interest in Hongkong a year or two back, on the practice of tattooing criminals (the Chinese substitute for branding them).

The laws of the country, says the writer, have always contained enactments defining very distinctly what offences are to be punished by branding. But the magistrates of the present day treat them as a dead letter and fail to do their duty. Thus, the consequence is that owing to the remissness of those who have to administer the laws, and through no fault of the laws themselves, the number of criminals keeps on steadily increasing, and justice becomes more and more powerless to deal with them. In the eighth year of the reign of Yung-cheng (A.D. 1730) the two Governor-Generals, Tien Wen-ching and Li Wei, were ordered by an Imperial Decree to draw up regulations for the guidance of Magistrates in the management of their districts. Ten articles were consequently submitted to the Emperor by Li Wei. The first of these articles declares that nothing is so injurious to the welfare of the public as robbery; and robbery on a large scale, brigandage, and the like, always originates in petty thefts, by which offenders become practised in villainy and grow to be hardened offenders. Therefore it is laid down by law that every case of theft, however small the value of the article stolen, must be punished by branding, and an offender who is thrice convicted is to be sentenced to strangling, the object of this severity being to deter every one from commencing a career of crime, which is likely to terminate at the gallows. But justices and magistrates punish cases of simple theft by a slight flogging or even only by the cangue, instead of by branding on the face as the law requires. If the theft is of property of much value, they often postpone the settlement of the case at the instigation of their clerks and servants, who pretend that they are taking measures for the recovery of the stolen goods. And when a sentence of branding is to be carried out, instead of being present in person, they leave the execution entirely to their underlings, who perform it in such a superficial manner that it is nothing but a mere formality, and the offenders are able to remove all traces of it by the application of hot bean-curd or plasters of some kind, so that they cannot be recognized again. Criminals also who have been convicted for the tenth or more than the tenth time are let off instead of being sentenced to strangulation, inconceivable harm being caused thereby. The memorialist further stated that when he was at the head of the Government in Chekiang, and afterwards in Kiang-nan, he ordered that criminals should be indelibly branded immediately after their trial, without waiting for steps to be taken to recover the stolen goods, which were to be seen to afterwards. After branding, they were also to be paraded with a placard on their backs, describing their offence, and a bell to attract the attention of the public. They were then to be kept under surveillance by the *tipao* and brought to the Magistrate for inspection twice a month for three years, at the end of which they might be released if their conduct had been good and they could find security. The term would be shortened if they procured the conviction of other offenders; but they would receive increased punishment if they made false accusations against anyone. He also ordered that the law which enjoins the passing of sentence of strangulation on a third conviction should be invariably obeyed. Unfortunately the laws were not carried out with the some strictness in other provinces. If they were, he thought that thieving might be kept in check. The Emperor was so much pleased with the ten articles submitted to him, that he ordered them to be printed, and a copy issued to every Magistrate in the Empire to be kept at hand for constant reference. But, in spite of the plainly expressed will of the Emperor, the Magistrates will not carry out the law; and, until they can be made to do so, it is useless to hope for the suppression of robbery or the peace of the country. Turning over the pages of the penal code, the writer of the article has found a number of crimes for which the penalty is branding on one or both cheeks, with two or four words descriptive of the crime. Thus for robbery with violence, if only a blunt weapon be used and no severe injury inflicted, two words; for swindling and robbery on board river-boats, four words; incorrigible offenders are to be branded on both cheeks: harbourers of thieves and escaped convicts are to be branded with the words "banished" or "transported." The words branded are always to be of a certain size. Sentences of branding may be remitted at times of general pardoning, nor will offenders who deliver themselves to justice be branded. It is also stated in another part of the laws that first offenders are to be branded on the arm; but, after two years' good conduct, the mark may be removed by the authorities; in the case of second offences, after three years; or at once, if the offender procures the conviction of three robbers or five thieves. Privately removing the marks by drugs or hot irons, even after the time has elapsed, is punished by flogging, by the cangue, and by re-branding. Persons who remove the marks from escaped criminals are to be flogged and cangued. Strangers found anywhere with the marks of branding on them are to be detained and examined by the police. Official servants, who receive bribes and commit certain other offences, are also to suffer the same punishment. Magistrates who do not sentence offenders to branding, when the law requires it, or who do not see the sentence carried out, are to be punished by the Supreme Government. The writer thinks that if the law were now to be suddenly put in force in Shanghai, the work would be too heavy to be got through; but if it had always been carried out from the beginning, the number of offenders would be very much smaller than it is. For, whatever may be the case with hardened criminals, there are crowds of vagrants, pilferers, cheats, procuresses, and the like, who can be deterred from offending if proper severity is shown.

A colonel was very fond of talking of himself and his merits. Once he said, "It is almost impossible to conceive the business that I have on hand, for I am not only the commander of the regiment, but also its major, adjutant, and Heaven knows what all." "Your own trumpeter too?" asked a lady ironically.

The Rev. Dr. G. had occasion to spend a week under the hospitable roof of his friend the Rev. Dr. A., who was an early riser, and remarkably punctual in all his habits, while his guest was quite the reverse. On the second morning, when his friend came down late to breakfast, Dr. A. reminded him of the rule laid down by the Duke of Wellington for men who are apt to be late in the morning—"When you first turn round in bed, it is time to turn out." "I don't agree with the Iron Duke," replied Dr. G., "for one good turn deserves another."

CUSTOMS OF THE BANKS ISLANDERS.

The Rev. R. H. Codrington, M.A., Fellow of Wadham College, Oxford, is preparing a work on the customs and languages of Melanesia. For some years attached to the Melanesian Mission, Mr. Codrington has lost no opportunity of increasing his knowledge of the interesting natives of the Banks Islands; and in a series of letters to the Rev. Lorimer Fison, of Fiji, he has given a *précis* of his observations, which, accompanied by some very able comments by Mr. Fison, has been lately published in the Transactions of the Royal Society of Victoria. From this memoir we extract the following:—Land is held as the property of individuals, but the people never buy or sell land among themselves; property in trees is distinct—a man may have fruit trees planted by himself or an ancestor on land on which he has no claim. Land descends to the relatives "on the same side of the house"—*i.e.*, to the sister's children. There is no right of primogeniture. The practice, however, is that the sons redeem the land with the personal property, which descends to them. In Fiji, Mr. Fison adds, the tenure of the land is tribal, and the property in trees relates rather to the fruit than to the tree. Polygamy exists. When a child is born neither parent eats such things (fish or meat) as they think might make the infant ill. If people from old age or sickness linger in misery, it is usual to bury them alive. Sometimes this is done at the sufferer's request. In Fiji also this euthanasia was frequently a matter of consent. Infanticide was common—male children being killed rather than female, because the family passed through the female side. This fact, Mr. Fison remarks, tells largely against Mr. M'Lennan's theory of exogamy. The Mota people distinguished most clearly between ghosts and the spirits which are not the spirits of dead men: a ghost, in vulgar English a dead man, is "*tamate*;" a spirit, an incorporal being, is a "*vui*." The ghosts congregate in a region of this earth called Panoi, whether for ever or not seems doubtful. The native ideas about what goes on in this dismal region will not bear being abstracted. Ghosts were supposed to "possess" children; on calling the name of the man whose ghost was killing the child, it recovered. There is a curious instance of the survival of a savage custom in civilization to be met with in the method of exorcism as practised as recently as 1861 at Morzine. The *vui* corresponded to deified ancestors, and were not thought of as malignant powers. In danger they were invoked. Magic charms were used. All serious diseases were ascribed either to charms or to the direct malignant action of ghosts. Mr. Fison strongly objects to Sir John Lubbock's statement ("Origin of Civilization", p. 45) that "savages are rarely ill." Savages are very frequently ill, and their languages are full of words for all manner of diseases; for charms to cause them, and for counter-charms against them. The medicine-men seem fully to believe that they can expel disease-causing spirits. One of these, a mission agent, assured Mr. Fison most earnestly that on passing his hands over the patient's body he could detect the ghost by a peculiar fluttering sensation on his finger ends. He would then endeavour to draw it down to one of the extremities—a foot or hand. Much patience and care were required, because these ghosts were very cunning and would double back, and if you gave them a chance would hide themselves in the trunk of the body; "and even," he added, "when you got the demon into a leg or an arm, which you can grasp with your fingers, you must take care or he will escape you; he will lodge in the joints and hide himself among the bones; hard, indeed, is it to get him out of a joint. But when you have drawn him down into a finger or a toe, you must pall him out with a sudden jerk and throw him far away and blow after him lest he should return." Dances in Mosa are absolutely devoid of religious or superstitious meaning. The men and women dance separately, and the dances are quite innocent. Bishop Patteson made a mistake in describing their dances as religious ceremonies, which mistake he afterwards corrected. Sir John Lubbock's statement that "dancing among savages is no mere amusement" is wrong for Melanesians. Cannibalism is unknown in the Banks Islands; but is more or less practised throughout Melanesia. When a man sneezes, it is thought somebody is talking about him. As to their morality, at Mota murder and theft are not regarded, it is true, as they are in civilized communities; but a violent man and a quiet man, a thief and an honest man, are looked upon as very different characters, and there is no lack of words for various kinds of badness which convey disapprobation; also, there are numerous terms of approbation.

THE NHILISTS.

A correspondent, who has special means of information, writes to the *St. James's Gazette* as follows:—

"At any other period, the remarkable fact that America for the first time imports corn into Russia would have created a profound impression on the 'Occidentals'—as the Muscovites call us. Just now, however, Western Europe is rather wondering at the absence of sensational news from

A NEW VINE.

A French explorer, M. Lecart, who is at present on the banks of the Niger, writes home from Koundian (Gangaran), July 25, that he has discovered a new vine, which promises to be of economical value. He says the fruit of the vine is excellent and abunant, its cultivation very easy, its roots tuberous and perennial, while its branches are annual. It can be cultivated as easily as the dahlia. He himself had been eating the large grapes of the vine for eight days, and found them excellent, and he suggests that its culture ought to be attempted in all vine-growing countries, as a possible remedy against the phylloxera. He is sending home seeds for experiment, both in France and Algeria, and will bring home specimens of the plant at all stages. It was not without danger that M. Lecart has been able to make this discovery, as he states that the people of the Soudan are in a state of great excitement and apprehension at the many attempts of white people to penetrate into their country. The story of the last expedition sent by France into the south of Algeria has spread to all parts, and the conviction of the natives is that the travellers are collecting information preparatory to conquest.

NARCOTISM FROM NUTMEGS.

The fact that nutmegs have strong narcotic properties has long been known, but they are in such common use as a favourite condiment used in small quantities that their dangerous nature, when taken in large quantity, is apt to be overlooked and forgotten, even by those who are aware of their tendency. A physician reports a case where a lady patient during his absence was induced by her old nurse to take nutmeg tea. One-and-a-half nutmeg were used in making the tea, and the patient drank the whole of the decoction during the day. About ten o'clock at night she began to be drowsy, and by four o'clock the next morning was in a profound stupor. At ten o'clock in the morning the narcotic effects of the nutmeg began to pass off, and by four o'clock p.m. she had pretty well recovered. The symptoms were about the same as those produced by opium, and the remedies given for them were the same. Nutmeg, in the quantity of two or three drachms, has been known to produce both stupor and delirium, and dangerous and fatal consequences are said to have followed its free use in India. Mace, which is the outside covering of the nutmeg, possesses essentially the same properties.—*London Medical Record.*

MILITARY BALLOONING.

While the Military Balloon Committee are prosecuting their researches in the methods of utilising the science of aeronautics in warfare, the Siege Operations Committee have applied a practical experiment to the subject from an opposite point of view. One of the service balloons, such as would be employed for the ascent of one or two persons, was inflated and sent up captive to a height of about 800 ft., and at a distance of about 2,000 yds. from a battery furnished with one of the new 8-in. howitzers. The gunners in charge of the howitzer were directed to find the range and fire at the balloon. The distance of an object in the air is more difficult to estimate than that of one in comparison with contiguous objects on land, but it was judged to be over a mile off, and the gun was laid at a venture. The first shot was, as expected, unsuccessful, but, correcting the elevation by the experience which it afforded, the second 8-in. shell was aimed and fired so deftly that it burst just in front of the balloon. Being a shrapnel shell, which contained some 300 bullets, and weighing in all 180 lbs., the fragments were cast forward by the burst in a spreading cone, and a number of them penetrated the envelope of the balloon, lacerating it to such an extent as to bring it down in quick time. The success of this experiment is regarded as merely proving that it will be unsafe to ascend in a war balloon within 2,000 yards of the enemy's lines, and not as detracting from the value of the balloon as a military agent. In case of great necessity the risk of making observations at dangerously close quarters may have to be incurred, but, as a general rule, balloons will only be called into requisition for reconnoitring at long ranges, and well beyond the reach of gun fire.

AIR ENGINES FOR STREETS AND RAILWAYS.

A practical experiment was on the 6th October made with an air engine at Woolwich, which seems to afford hope that before long humanity and economy may be promoted by the abolition of tramway horses, and that the suffering of travellers by the underground railways may be mitigated by the substitution of atmospherical power for sulphurous locomotives propelled by steam. The engine, which has been designed by Major Beaumont, Royal Engineers, has been for some time running on the short lines of the Royal Arsenal, Woolwich, and although weighing but 16 tons, it has proved capable of hauling a burden of 16 tons up a fair incline. On the 6th October arrangements were made to try its powers in a more extended run, such as engines of the kind would have to encounter on London railways and rails. The air reservoir, which contains only 100 cubic feet of air, was charged at the torpedo pumping-house in the Royal Arsenal, Woolwich, up to a pressure of 1,000lb. to the square inch, and with this store of energy it was proposed to run to and from Dartford, about 16 miles. Major Beaumont was accompanied on the engine by Mr. C. S. Myers, assistant superintendent, South-Eastern Railway, and several other gentlemen, and explained the methods which he had adopted in his invention, the chief feature of which was the introduction of an almost imperceptible supply of steam by which the air as it is admitted to the cylinder from the reservoir is largely heated, and, as a matter of course, greatly increased in force. The engine is driven by six cylinders and a double set of machinery at one end, and, having no smoke stack, resembles in appearance a locomotive tender rather than a locomotive. It runs on four wheels, and in size is less than an ordinary omnibus. It left the Royal Arsenal Station at 12.22 p.m., with a full charge of 1,000lb. to the inch, passed Abbey Wood Station at 12.27 p.m. with 940lb. on the gauge; Belvedere at 12.33, with 860lb.; and Erith at 12.36, with 760lb., arriving at Dartford at 12.50, with a remaining energy of 540lb. on the square inch. Shunting at the station reduced this pressure somewhat, and at 2.35 the return journey commenced with a store of 910lb. Although the *minimum* for effective working is considered to be a pressure of 200lb., Crayford Station was reached again at 2.10, but the engine was nearly pumped out, having a pressure of barely 80lb. remaining. The strange-looking engine, running without steam or any other apparent motive power, was regarded with amusing wonder by the country people as it passed at full speed, and was naturally an object of unusual interest at the various railway stations. It was stated that another engine is under construction much more powerful, capable, in fact, of travelling double the distance with a single charge, the operation of pumping the compressed air occupies about 15 minutes, and it is calculated that an air engine on this principle as large as the usual steam locomotive of 50 tons weight would be considerably more powerful than any locomotive yet made. The objection to steam is that it frightens horses cannot apply to this system, as there is no escape of steam visible or audible, and the only noise to be distinguished is a rumbling sound something similar to the noise of street traffic. The general belief of those who witnessed Wednesday's experiment is that the application of atmospheric power to the science of travelling was a thing of the near future.—*Times.*

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consequence of the mediation of Italy, Austria, and England, Reuter's telegram from Lima says the Governments of Chili and Peru have opened negotiations with a view to the cessation of hostilities.

Grandfather, said a saucy little boy the other day, "how old are you?" The old gentleman, who had been a soldier, and was much under the military size, took the child between his knees, and said, "My dear boy, I am ninety-five years old; but why do you ask?" The little fellow, recalling the importance of a Napoleon, replied, "Well, it appears to me you are remarkably old for your age!"

A man whose cranium resembled a billiard ball read the following advertisement in a well-known daily paper:—"Dr. Bogus's wonderful lotion. Warranted to make hair grow thick and fast on the baldest heads." In order to test the veracity of this announcement, he went to the doctor's, and purchasing a bottle of the lotion inquired, "Is it a fact, doctor, that by applying your lotion to my head I shall see my hair grow?" "No doubt," answered the medical man. So, seating himself in front of a looking-glass, the hairless man began to smather his head with the stuff, and said, full of confidence, "I will wait and see the result." "Wait," replied the doctor, "wait in my shop? Why, I'm gone in a few months!"

COMMERCIAL INTELLIGENCE.

WEDNESDAY, 17th November.

OPIUM.

Sales of New Patna at $635, and of Old Benares at $587½. Of Old Patna also sales at the rate of $616.25 for every three catties. On New Malwa, allowance of four taels made to the price of $735.

EXCHANGE.

ON LONDON.—
Bank Bills, on demand.....3/8½
Bank Bills, at 30 days' sight...3/8½
Bank Bills, at 4 months' sight 3/8½
Credits, at 4 months' sight ...3/9
Documentary Bills, at 4 months' sight.....3/9½

ON PARIS.—
Bank Bills, on demand 4.65
Credits, at 4 months' sight ...4.75

ON BOMBAY.—Bank, on demand ...224

ON CALCUTTA.—Bank, on demand 224

ON SHANGHAI.—
Bank, sight 72½
Private, 30 days' sight.....73½

SHARES.

Hongkong and Shanghai Bank Shares—68 per cent. premium.

Union Insurance Society of Canton—$1,550 per share.

China Traders' Insurance Company's Shares—$1,400 per share.

North China Insurance—Tls. 1,125 per share.

Yangtsze Insurance Association—Tls. 740 per share.

Chinese Insurance Company—$310 per share.

On Tai Insurance Company, Limited—Tls. 138 per share.

Hongkong Fire Insurance Company's Shares—$600 per share.

China Fire Insurance Company's Shares—$255 per share.

Hongkong and Whampoa Dock Company's Shares—8 per cent. premium.

Cosmopolitan Dock Company—Par (nominal).

Hongkong, Canton, and Macao Steamboat Co.'s Shares—$23 per share premium.

China Coast Steam Navigation Company.—Tls. 124 per share.

Hongkong Gas Company's Shares—$80 per share.

Hongkong Hotel Company's Shares—$72 per share.

China Sugar Refining Company, Limited—$178 per share.

China Sugar Refining Company (Debentures)—3 per cent. premium, nominal.

Chinese Imperial Loan of 1874—(Nominal).

Chinese Imperial Loan of 1877—(Nominal).

SALES REPORTED BY CHINESE.

Vermicelli—60 bags, at $7.70, by Wing Lee Ching to travelling trader.

Red Dates—20 bags, at Tls. 5.2.0, by Wing Lee Ching to travelling trader.

White Wax—3 pieces, at $86.00, by Wing Lee Ching to travelling trader.

Gypsum—200 piculs, at $1.00, by Kwong Wing Shing to travelling trader.

Potatoe Flour—30 bags, at $2.22, by Kwong Wing Shing to travelling trader.

Mushrooms—4 cases, at $41.50, by Yee Tye to travelling trader.

Melon Seeds—200 bags, at $5.15, by Kin Foong to travelling trader.

Rattans—200 piculs, at $4.10, by Hop Hing to local trader.

HONGKONG TEMPERATURE.

(FROM MESSRS. FALCONER & CO.'S REGISTER.)
November 13th.

Barometer—9 A.M.	30.286
Barometer—1 P.M.	30.186
Barometer—4 P.M.	30.155
Thermometer—9 A.M.	76
Thermometer—1 P.M.	78
Thermometer—4 P.M.	78
Thermometer—9 A.M. (Wet bulb)	64
Thermometer—1 P.M. (Wet bulb)	65
Thermometer—4 P.M. (Wet bulb)	66
Thermometer—Maximum	78
Thermometer—Minimum (over night)	55

CHINA COAST METEOROLOGICAL REGISTER.

YESTERDAY'S TELEGRAMS, November 17th.

	Hongkong.		Amoy.		Shanghai.		Nagasaki.	
BAROMETER. THERMOMETER. &c.	Previous day at 4 P.M.	On date at 10 A.M.	Previous day at 4 P.M.	On date at 10 A.M.	Previous day at 4 P.M.	On date at 10 A.M.	Previous day at 4 P.M.	On date at 10 A.M.
Barometer	30.23	30.30	30.14	30.22	30.16	30.19	—	—
Thermometer attached	72.5	71.5	77.0	66.0	63.5	54.0	—	—
Direction of Wind	E	E	ENE	W.	S.	WNW	—	—
Force	2	3	2	2	2	3	—	—
Dry Thermometer	71.0	70.0	77.0	66.0	63.0	52.5	—	—
Wet Thermometer	61.0	63.5	71.0	61.0	56.0	51.0	—	—
Weather	b.c.	b.c.	b.	bcm.	b.c.	b.	—	—
Hour's Rain	—	—	—	—	—	—	—	—
Quantity fallen	—	—	—	—	—	—	—	—

BAROMETER, level of the sea in inches, tens, and hundreds.
THERMOMETER, in Fahrenheit degrees and tens, kept in the open air in a shaded situation.
DIRECTION OF WIND is registered every two points, N. N.N.E., N.E., &c.
FORCE OF WIND.—0 calm, 1 to 3 light, breeze, 3 to 5 moderate, 5 to 7 fresh, 7 to 8 strong, 8 to 10 heavy, 10 to 12 violent.
STATE OF WEATHER.—*U.* Clear blue sky. *C.* Cloudy. *D.* Drizzly. *F.* Fog. *G.* Foggy. *H.* Hail. *L.* Lightning. *M.* Misty. *O.* Overcast. *P.* Passing showers. *Q.* Squally. *R.* Rainy. *S.* Snow. *T.* Thunder. *U.* Red, threatening. *V.* Visibility. *W.* Stormy. *Z.* Calm. The letters are repeated to indicate any increase over the mean average of their signification.
RAIN.—The hours of rain for the previous 24 hours (noon) are registered from 1 to 24, and the quantity of water fallen [illegible]

NOW ON SALE.

IMPERIAL QUARTO.

ENGLISH AND CHINESE DICTIONARY, WITH THE PUNTI AND MANDARIN PRONUNCIATION.

An Anglo-Chinese Dictionary, published at the *Daily Press* Office, Hongkong.

For comprehensiveness and practical service this Work stands unrivalled. All the new words which the Chinese have to late years been compelled to coin to express the numerous objects in machinery, photography, telegraphy and in science generally, which the rapid advance of foreign relations has imposed upon them, are here given *in extenso*. Each and every word is fully illustrated and explained, forming exercises for students of a most instructive nature. Both the Court and Punti pronunciations are given, the accents being carefully marked on the best principle hitherto attained. The typography displays the success of an attempt to make the Chinese and English type correspond in the size of body, thereby effecting a vast economy of space, achieving a clearness not previously attained, and dispensing with those vast margins and vacant spaces which have heretofore characterized Chinese publications.

To illustrate the vast scope of the work, the following facts are submitted for consideration:—Chalmers' Vocabulary contains about 16,000 Chinese characters, and Medhurst's English and Chinese Dictionary about 100,000, whilst this work contains more than 50,000 English words, and upwards of 600,000 Chinese characters. Again, despite all the grammars and other elementary works as yet published, the student of this difficult language absolutely requires examples to display the various applications and equivalents of different words which have one general meaning. Of these examples this work contains more than five times as many as any other Dictionary hitherto published.

For practical purposes the arrangement of the work is so complete, that a reference to its pages enables a person who understands English to communicate *effectively* with natives who understand nothing but Chinese. In this respect the work will be found indispensable to all Europeans residing in China, and to the natives themselves it explains subjects fully with which very few indeed of them are perfectly acquainted. To parties resident in England and interested in China it cannot but be invaluable occasionally.

It comprises upwards of two thousand large quarto pages.

A Large REDUCTION in PRICE is made to Purchasers of SIX or more Copies.

LONDON:
TRUBNER & Co., 60, PATERNOSTER ROW.
HONGKONG
"DAILY PRESS" OFFICE WYNDHAM ST.

VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	CAPTAIN	AT	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, via SUEZ CANAL	Glenorchy (str.)	B. Quartly		Jardine, Matheson & Co.	On or about 27th inst.
HAVRE AND LONDON	Triton	Kollsen	Hongkong	Arnhold, Karberg & Co.	Quick despatch.
LONDON	Sumatra	H. A. Tribe	Hongkong	Carlowitz & Co.	Quick despatch.
HAVRE AND HAMBURG	Agnes Muir	Lowe	Hongkong	Carlowitz & Co.	Quick despatch.
NEW YORK	Cora	Cooms	Hongkong	Russell & Co.	Quick despatch.
NEW YORK	John R. Stanhope	Pillsbury	Hongkong	Russell & Co.	Quick despatch.
NEW YORK	Charles Stewart	Powers	Hongkong	Russell & Co.	Quick despatch.
NEW YORK	Belle of Oregon	Merriman	Hongkong	Vogel & Co.	Quick despatch.
SAN FRANCISCO, via Y'HAMA	City of Peking (str.)			P. M. S. S. Co.	On 27th inst., at 3 P.M.
SINGAPORE, PENANG, &c.	Naples (str.)	C. White	Hongkong	Jardine, Matheson & Co.	On 20th inst., at 3 P.M.
BOMBAY, via STRAITS	Geelong (str.)		Hongkong	P. & O. S. N. Co.	Quick despatch.
SAIGON	Charlton (str.)		Hongkong	Soey Shing	On 20th inst., at 5 P.M.
SAIGON, SINGAPORE, &c.	Ava (str.)	Bretel		Messageries Maritimes	On 24th inst., at Noon.
PORT DARWIN, &c.	Ocean (str.)	H. Webber		Geo. R. Stevens & Co.	On 29th inst., at 4 P.M.
MANILA	Elcano (str.)	Urriola		Romedios & Co.	On 20th inst., at 5 P.M.
YOKOHAMA AND HIOGO	Breconshire (str.)	Thomas		Adamson, Bell & Co.	Quick despatch.
YOKOHAMA	Tamais (str.)	Reynier		Messageries Maritimes	Quick despatch.
YOKOHAMA, via KOBE	Sumida-Maru	Hubenet		Mitsu Bishi Mail S. Co.	On 27th inst., Daylight.
SHANGHAI	Chinkiang (str.)	S. M. Orr	Hongkong	Siemssen & Co.	To-day, at 4 P.M.
SHANGHAI	El Dorado (str.)	W. M. Young	Hongkong	Jardine, Matheson & Co.	To-day, at 5 P.M.
SHANGHAI	Menelaus (str.)			Butterfield & Swire	On or about 20th inst.
SHANGHAI	Amazone (str.)	Lormier		Messageries Maritimes	Quick despatch.
HOIHOW, PAKHOI, &c.	Esmeralda (str.)	Talbot	Hongkong	Russell & Co.	To-day, at 6 P.M.
SWATOW, AMOY, & F'CHOW	Kwangtung (str.)	Young	Hongkong	Douglas Lapraik & Co.	To-morrow, at Daylight.

INSURANCES.

NORTH GERMAN FIRE INSURANCE COMPANY AT HAMBURG.

THE Undersigned, AGENTS for the above Company, are prepared to GRANT INSURANCES to the extent of $65,000, on first-class risks at current rates.

MELCHERS & Co.
Hongkong, 27th March, 1876. [13

PHŒNIX FIRE INSURANCE COMPANY.

THE Undersigned having been appointed Agents to the above Company at this Port, are prepared to grant Policies against Fire to the extent of $40,000, on Buildings or on Goods stored therein.

DOUGLAS LAPRAIK & Co.
Hongkong, 9th November, 1868. [15

ROYAL INSURANCE COMPANY.

THE Undersigned, Agents for the above Company, are prepared to GRANT INSURANCES at Current Rates.

MELCHERS & Co.,
Agents, Royal Insurance Company.
Hongkong, 27th March, 1876. [14

QUEEN FIRE INSURANCE COMPANY.

THE Undersigned are prepared to GRANT POLICIES AGAINST FIRE to the extent of 45,000 Dollars on Buildings or on Goods stored therein, at Current Local Rates, subject to a Discount of 20 °/. on the premia.

NORTON & Co.,
Agents.
Hongkong, January, 1876. [8

TRANSATLANTIC FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned, having been appointed Agents for the above Company, are prepared to accept Risks against Fire at Current Rates, subject to a Bonus of 20 per cent.

SIEMSSEN & Co.,
Agents.
Hongkong, 16th November, 1872. [21

LIVERPOOL AND LONDON AND GLOBE INSURANCE COMPANY.

FROM this date, until further notice, a discount of Twenty per cent. (20 °/.) upon the current local rate of Premia will be allowed upon Insurances effected with this Company.

DOUGLAS LAPRAIK & Co.,
Agents.
Hongkong, 27th June, 1872. [7

THE LONDON ASSURANCE.

INCORPORATED BY ROYAL CHARTER OF HIS MAJESTY KING GEORGE THE FIRST. A.D. 1720.

THE Undersigned having been appointed Agents for the above Corporation, are prepared to grant Insurances as follows:—

MARINE DEPARTMENT.

Policies at current rates, payable either here, in London, or at the principal Ports of India, China, and Australia.

FIRE DEPARTMENT.

Policies issued for long or short periods at current rates.

A discount of 20 °/. allowed.

LIFE DEPARTMENT.

Policies issued for sums not exceeding £5,000, at reduced rates.

HOLLIDAY, WISE & Co.
Hongkong, 26th July, 1872. [19

BATAVIA SEA AND FIRE INSURANCE COMPANY.

THE Undersigned, having been appointed Agents for the above Company, are prepared to grant Insurances as follows:—

MARINE RISKS.

Policies at Current Rates, payable either here, in London, or at the principal ports of India, Australia, and the East.

A BROKERAGE of THIRTY-THREE and ONE-THIRD PER CENT. will be allowed on all LOCAL RISKS.

FIRE RISKS.

Policies granted on First-class Buildings to an extent of $20,000.

A DISCOUNT of TWENTY PER CENT. (20 °/.) upon the Current Local Rates will be allowed on all premium charged for insurance; such discount being deducted at the time of the issue of Policy.

RUSSELL & Co.,
Agents.
Hongkong, 1st January, 1871. [1

CHINA TRADERS' INSURANCE COMPANY, LIMITED.

HEAD OFFICE—HONGKONG.

Position of the Company at the close of the last financial year, the 30th April, 1880.

CAPITAL SUBSCRIBED	$1,000,000.00.
CAPITAL PAID-UP	$300,000.00.
RESERVE FUND	$425,000.00.
BALANCE UNDIVIDED	$70,278.43.

DIVIDEND paid to Shareholders, 20 °/. per Annum.

DIVIDEND paid to ALL CONTRIBUTORS OF BUSINESS 25 °/. on the Amount of their Contributions.

The Company GRANTS POLICIES on MARINE RISKS to all parts of the world, payable at any of its Agencies.

Contributory Dividends are PAYABLE TO ALL CONTRIBUTORS OF BUSINESS WHETHER THEY ARE SHAREHOLDERS OR NOT.

B. GOLDSMITH,
Acting Secretary.
Hongkong, 13th August, 1880. [1327

YANGTSZE INSURANCE ASSOCIATION.

CAPITAL (Fully Paid-up)	Tls. 420,000
PERMANENT RESERVE	Tls. 230,000
SPECIAL RESERVE FUND	Tls. 263,268
TOTAL CAPITAL and ACCUMULATIONS, 8th April, 1880	Tls. 913,268

DIRECTORS.

F. B. FORBES, Esq., Chairman.
M. W. BOYD, Esq. | WM. MEYERINK, Esq.
J. H. PINCKVOSS, Esq. | F. D. HITCH, Esq.

HEAD OFFICE—SHANGHAI.

Messrs. RUSSELL & Co., Secretaries.

LONDON BRANCH.

Messrs. BARING BROTHERS & Co., Bankers.

RICHARD BLACKWELL, Esq., Agent.
68 and 69, Cornhill, E.C.

POLICIES granted on MARINE RISKS to all parts of the World.

Subject to a charge of 12 °/. for Interest on Shareholders' Capital, all the PROFITS of the UNDERWRITING BUSINESS are annually distributed among all Contributors of Business in proportion to the premia paid by them.

RUSSELL & Co.,
Agents.
Hongkong, 11th May, 1880. [2

INSURANCES.

LONDON & STAFFORDSHIRE FIRE INSURANCE COMPANY, LIMITED.
(HITHERTO CALLED THE STAFFORDSHIRE FIRE INSURANCE COMPANY, LIMITED.

CAPITAL ..... TWO MILLIONS STERLING.

The Undersigned are prepared to ISSUE POLICIES covering FIRE RISKS at current rates.

ADAMSON, BELL & Co.,
Agents.
Hongkong, 27th August, 1880. [1392

FIRE INSURANCE ASSOCIATION, LIMITED, LONDON.

The Undersigned, having been appointed AGENTS to the above Company at this Port and Canton, are prepared to GRANT POLICIES against FIRE to the extent of $20,000 on Buildings or on Goods stored therein.

Discount 20 °/.

VOGEL & Co.
Hongkong, 10th September, 1880. [1457

IMPERIAL FIRE INSURANCE COMPANY.

THE Undersigned, Agents for the above Company, are prepared to grant Policies against Fire to the extent of $60,000 on any one

FIRT-CLASS RISKS,
at Current Rates.

A RETURN OF TWENTY PER CENT. (20 °/.) will be made on the premium charged on all Insurances, such RETURN being payable on the issue of the Policy.

GIBB, LIVINGSTON & Co.,
Agents.
Imperial Fire Insurance Company.
Hongkong, 1st March, 1874. [26

MANCHESTER FIRE ASSURANCE COMPANY OF MANCHESTER AND LONDON.

ESTABLISHED 1824.

CAPITAL OF THE COMPANY	£1,000,000 Sterling.
OF WHICH IS PAID UP	£100,000 Sterling.
RESERVE FUND UPWARDS OF	£120,000 Sterling.
ANNUAL INCOME	£250,000 Sterling.

The Undersigned have been appointed Agents for the above Company at HONGKONG, CANTON, FOOCHOW, SHANGHAI, and HANKOW, and are prepared to grant Insurances at Current Rates.

HOLLIDAY, WISE & Co.
Hongkong, 15th October, 1868. [18

THE ON TAI INSURANCE COMPANY (LIMITED).

CAPITAL TAELS 600,000; EQUAL TO $833,333.33.
RESERVE FUND ..... $34,132.21.

DIRECTORS.

LEE SING, of the Lai Hing Firm.
WONG YIK PUN, of the Chun Cheong Wing Hong.
LOO YEE, of the Yee On Firm.
FONG SOEY FUNG, of the Tung Sang Wo Hong.
WONG PAK CHEONG, of the San Tye Lee Hong.
TSZ KAI TUNG, of the Yee Cheong Hong.
LO YEOK MOON, of the Kwong Man Cheong Firm.

MANAGER—HO AMEI.

MARINE RISKS on Goods, &c., taken at CURRENT RATES to Australia, California, Manila, Singapore, Saigon, Penang, and to all the Treaty Ports of China and Japan.

Head Office, 8 and 9, Praya West.
Hongkong, 14th October, 1872. [1416

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAINS, the AGENTS, nor the OWNERS, will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong Harbour:—

ADOLPH, German bark, Horn.—Wieler & Co.
AGNES MUIR, British ship, Lowe.—Carlowitz & Co.
AMETHYST, American bark, J. Slocum.—Jardine, Matheson & Co.
ANNA BERTHA, German bark, H. Krause.—Siemssen & Co.
ANNIE S. HALL, American 3-m. schooner, Nelson.—Quong Kee.
AUGUSTE, British 3-m. schooner, P. Thomsen.—Meyer & Co.
BELLE OF OREGON, American bark, Merriman.—Vogel & Co.
BELLONA, German steamer, Ahrens.—Siemssen & Co.
CABARFEIDH, British bark, McKenzie.—Foo Tai Woo.
CHARLES STEWART, American bark, Powers.—Russell & Co.
CHARLTON, British steamer, Erskine.—Meyer & Co.
CHINA, German steamer, Ackermann.—Siemssen & Co.
CINGALEE, British bark, Pringle.—Chinese.
CONQUEST, British steamer, Hamlin.—Chinese.
CORA, American ship, Coombs.—Russell & Co.
DAGMAR, Danish brig, Paulsen.—Captain.
DAVINA, British bark, Geo. Scott.—Arnhold, Karberg & Co.
EMMA, German 3-m. schooner, Michelsen.—Ed. Schellhass & Co.
ESPERANCE, French bark, Le Norinant.—Carlowitz & Co.
FRANZISKA, German schooner, F. Rohlfs.—Siemssen & Co.
GUSTAV AND MARIE, German bark, Buhrich.—Wieler & Co.
HAMBURG, German bark, H. von Kroge.—Ed. Schellhass & Co.
HANSA, German bark, Deneken.—Wieler & Co.
HATTIE N. BANGS, American 3-m. schooner, Bangs.—Chong Wo.
J. R. STANHOPE, American bark, Pillsbury.—Russell & Co.
LOUISA, German 3-m. schooner, Schierloh.—Ed. Schellhass & Co.
MARGRETHE, German bark, Thiesen.—Wieler & Co.
MARY MILDRED, British bark, R. B. Brown.—Siemssen & Co.
NAPLES, British steamer, White.—Jardine, Matheson & Co.
NOURMAHAL, British bark, Taylor.—Douglas Lapraik & Co.
OCEAN, British steamer, H. Webber.—Russell & Co.
OLDBRIDGE, British bark, Babington.—Melchers & Co.
OLMA, German bark, Lahmeyer.—Jardine, Matheson & Co.
PENEDO, British steamer, J. Cain.—Geo. R. Stevens & Co.
SOUTH AMERICAN, American ship, Knowles.—Russell & Co.
SUMATRA, British bark, A. Tribe.—Carlowitz & Co.
TARTAR, German brig, Kæmena.—Melchers & Co.
TRITON, German bark, Kollsen.—Arnhold, Karberg & Co.
VALPARAISO, American ship, Fellon.—Captain.
WESER, German bark, Hellmers.—Captain.

VESSELS ON THE BERTH.

FOR HOIHOW, PAKHOI, AND HAIPHONG.

THE Steamship

"ESMERALDA,"

Captain Talbot, will be despatched for the above Ports TO-DAY, the 18th instant, at SIX P.M.

For Freight or Passage, apply to

RUSSELL & Co.
Hongkong, 18th November, 1880. [1782

FOR SWATOW, AMOY, AND FOOCHOW.

THE Steamship

"KWANGTUNG,"

Captain Young, will be despatched for the above Ports TO-MORROW, the 19th inst., at DAYLIGHT.

For Freight or Passage, apply to

DOUGLAS LAPRAIK & Co.,
Agents.
Hongkong, 16th November, 1880. [1791

STEAM TO BOMBAY, VIA STRAITS.

THE P. & O. S. N. Co.'s Steamship

"GEELONG,"

expected about a fortnight hence, will leave for the above places with quick despatch.

A. McIVER,
Superintendent.
Hongkong, 2nd November, 1880. [1723

FOR SINGAPORE, PENANG, AND CALCUTTA.

THE Steamship

"NAPLES,"

Captain Charles White, will be despatched for the above Ports on SATURDAY, the 20th instant, at THREE P.M.

For Freight or Passage, apply to

JARDINE, MATHESON & Co.
Hongkong, 12th November, 1880. [1776

OCEAN STEAMSHIP COMPANY.

FOR SHANGHAI,

Taking Cargo and Passengers at through rates for HANKOW, NINGPO, and PORTS in JAPAN.

THE Company's Steamship

"MENELAUS"

will be despatched on or about the 20th November.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, Agents.
Hongkong, 12th November, 1880. [1771

FOR LONDON, VIA SUEZ CANAL,

Taking Cargo at through rates to HAMBURG and NEW YORK.

THE Steamship

"GLENORCHY,"

Captain B. Quartly, will be despatched as above on or about the 27th instant.

For Freight or Passage, apply to

JARDINE, MATHESON & Co.
Hongkong, 5th November, 1880. [1745

FOR SAIGON.

THE Steamship

"CHARLTON"

will be despatched for the above Port on SATURDAY, the 20th instant, at FIVE P.M.

For Freight or Passage, apply to

SOEY SHING,
Bonham Strand.
Hongkong, 15th November, 1880. [1784

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOTS POSTE FRANCAIS.

THE Company's Steamship

"TANAIS,"

Commandant Reynier, will be despatched for YOKOHAMA

shortly after the arrival of the next French Mail from Europe.

G. DE CHAMPEAUX,
Agent.
Hongkong, 17th November, 1880.

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOTS POSTE FRANCAIS.

THE Company's Steamship

"AMAZONE,"

Commandant Lormier, will be despatched for SHANGHAI

shortly after her arrival from Europe.

G. DE CHAMPEAUX,
Agent.
Hongkong, 17th November, 1880.

FOR PORT DARWIN, ADELAIDE, MELBOURNE, AND SYDNEY.

THE Steamer

"OCEAN,"

Henry Webber, Commander, will be despatched as above on or about MONDAY, the 29th inst., at FOUR P.M.

For Freight or Passage, apply to

GEO. R. STEVENS & Co.
Hongkong, 16th November, 1880. [1786

FOR NEW YORK.

THE A1 American Bark

"JOHN R. STANHOPE,"

Pillsbury, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to

RUSSELL & Co.
Hongkong, 9th November, 1880. [1759

FOR NEW YORK.

THE A1 American Bark

"CHARLES STEWART,"

Powers, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to

RUSSELL & Co.
Hongkong, 9th November, 1880. [1760

FOR NEW YORK.

THE A1 American Ship

"CORA,"

Cooms, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to

RUSSELL & Co.
Hongkong, 23rd September, 1880. [1522

FOR NEW YORK.

THE A1 American Bark

"BELLE OF OREGON,"

Merriman, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to

VOGEL & Co.
Hongkong, 16th November, 1880. [1757

FOR HAVRE AND LONDON.

THE 5/6 L. 11 German Bark

"TRITON."

Kollsen, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to

ARNHOLD, KARBERG & Co.
Hongkong, 9th November, 1880. [1687

VESSELS ON THE BERTH.

SHIRE LINE OF STEAMERS.

FOR YOKOHAMA AND HIOGO.

THE Steamship

"BRECONSHIRE,"

Thomas, Commander, expected here on or about the 14th instant, will have immediate despatch for the above Ports.

For Freight or Passage, apply to

ADAMSON, BELL & Co.,
Agents.
Hongkong, 12th November, 1880. [1772

FOR LONDON.

THE A1 British Ship

"SUMATRA,"

H. A. Tribe, Master, will load here and at Whampoa for the above Port, and will have quick despatch.

For Freight, apply to

CARLOWITZ & Co.
Hongkong, 27th October, 1880. [1696

FOR HAVRE AND HAMBURG.

THE A1 British Ship

"AGNES MUIR,"

Lowe, Master, will load here for the above Ports, and will have quick despatch.

For Freight, apply to

CARLOWITZ & Co.
Hongkong, 30th September, 1880. [1571

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES
PAQUEBOTS POSTE FRANCAIS.
STEAM FOR
SAIGON, SINGAPORE, BATAVIA, POINT DE GALLE, COLOMBO, ADEN, SUEZ, ISMALIA, PORT SAID, NAPLES, AND MARSEILLES;
ALSO,
BOMBAY, MAHE, ST. DENIS, AND PORT LOUIS.

ON WEDNESDAY, the 24th of November, 1880, at NOON, the Company's Steamship "AVA," Commandant BRETEL, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port for the above places.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted until NOON, and Cargo will be received on board until 4 P.M. Specie and Parcels until 3 P.M. on the 23rd of November, 1880. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contents and value of Packages are required.

For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX,
Agent.
Hongkong, 11th November, 1880.

MITSU BISHI MAIL STEAMSHIP CO.

STEAM TO YOKOHAMA, VIA KOBE.

THE "SUMIDA-MARU," Captain HUBENET, due here on or about the 23rd instant, will be despatched as above on SATURDAY, the 27th November, at DAYLIGHT.

Cargo received on board and Parcels at the Office up to 6 P.M. of the 26th November.

No Bill of Lading signed under 32 Freight.

All Claims for Damage must be settled on board before delivery is taken, otherwise they will not be recognized.

RATES OF PASSAGE.

To KOBE	Cabin $60. Steerage $15.
To YOKOHAMA and NAGASAKI	Cabin $75. Steerage $20.
SHANGHAI, via YOKOHAMA	Cabin $120. Steerage $40.
SHANGHAI, via KOBE	Cabin $95. Steerage $30.

A REDUCTION is made on RETURN CABIN PASSAGES.

Cargo and Passengers for Nagasaki will be transhipped to the Shanghai Mail Steamer at Kobe.

For further Particulars, apply at the Company's Offices, No. 50A, Queen's Road.

Hongkong, 17th November, 1880.

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA AND SAN FRANCISCO.

THE U.S. Mail Steamer "CITY OF PEKING," will be despatched for San Francisco, via Yokohama, on SATURDAY, the 27th November, 1880, at THREE P.M., taking Passengers and Freight for Japan, the United States, and Europe.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America,

EXTRACTS.

AT SEA.

I sail the boundless sea,
The waves climb high;
Oh, merry friends are we,
The sea and I!

I revel in the cadence of its melancholy roar;
And the waves I love,
And the sky above,
Are blue as thy blue eyes, Lenore.

Across the glimmering sea
The sun sinks low;
And throweth dreamily
A crimson glow,

As rich and mellow as within the pomegranate's red core;
And the wine red glow
Of the sunset low,
Is richer thy red lips, Lenore.

Up from the slumbering sea
Creeps, sad and slow,
A plaintive melody;
The wind's voice low.

As song of sirens mingles with the water's willful roar,
Ah! the fickle breeze,
And the restless seas,
Are false as thy false heart, Lenore.

V. P. F.

THE POPULATION OF THE EARTH.

From an early copy of the sixth issue of Behm and Wagner's well-known publication, "Die Bevölkerung der Erde," we are able to gather what is the present condition of the earth's surface, so far as its area and population are concerned. Since the last publication, censuses of several countries have either been taken or published, the results of which the editors have been able to utilise. These are:—Spain, 1877; Portugal, 1878; Greece, 1879; Bosnia and Herzegovina, 1879; New Zealand, 1878; New Caledonia, Marquesas Islands and Tahiti, 1876; Taumotu Archipelago and the Sandwich Islands, 1878; French Senegambia, 1878; Canary Islands, 1877; San Salvador, 1878; some of the West India Islands and French Guiana, 1877; and Peru, 1876. The general results for Denmark and Lichtenstein have also been obtained. Although some of the results of the United States census of this year have been made public, the editors have wisely refrained from adopting them, awaiting trustworthy official statements. In view of the recent rumours of foul play, this must be considered prudent. As they state in their preface, we are on the eve of a great census period. Austria and Germany, as well as the United States, take their census this year, and next year our own census is due; so that within the next two years we may look for a fresh issue of the "Bevölkerung." For many of the States which have taken no census since the last issue, the editors have been able to avail themselves of official estimates, which in many cases have almost the value of a census. Herr Nessman, of Hamburg, contributes an interesting prefatory essay on the progress of population statistics, and Professor Wagner a table of all the censuses that have been taken in the various countries up to the beginning of 1880. The latter also on a map with various shades of red shows at a glance the countries in which actual censuses have been taken, the shades of colour showing their frequency. Countries which have had only one regular census are all the South American States, except Chili, and India; those that had none before 1853, are, Austria, Italy, Spain and Portugal, Algeria, the Australian and South African Colonies, and several smaller places; Britain, Germany, France, Norway and Sweden, Denmark, Greece, and the United States had censuses before 1853. According, then, to the latest *data*, as given in the new issue of Behm and Wagner's work, Europe has a population of 315,929,000; Asia, 834,707,000; Africa, 205,679,000; American, 95,495,500; Australia and Polynesia, 4,031,000; Polar Regions, 82,000; giving a total of 1,455,923,500, showing an increase since the last publication, nineteen months ago, of 16,778,200. The following are the polulation of the various countries of Europe, with the dates to which the figures refer:—Germany, 1875, 42,727,360, estimate end of 1877, 43,943,334; Austria, end of 1879, estimate, 22,175,745; Hungary, 1876, 15,506,715; Austria-Hungary, 1876, 37,342,000, estimate for end of 1879, 38,000,000; Switzerland, 1878, estimate 2,792,264; Belgium, estimate 1878, 5,476,668; Netherlands, estimate 1878, 3,981,887; Denmark, 1878, 2,070,400; Sweden, estimate 1878, 4,531,863; Norway, census 1876, 1,818,853; Great Britain and Ireland, estimate 1879, 34,517,000; France, census 1876, 36,905,788; Spain, census 1877, 16,625,860, including the Canaries (280,388), the Balearic Islands (289,035) and Ceuta and other places in North Africa (12,179); Portugal, census 1878, 4,745,124, including the Azores (264,952) and Madeira (132,221); Italy, estimate 1878, 28,209,620. A census of Greece was taken in 1879, which gave a total area of 51,860 square kilometres and a population of 1,679,775. This population, for reasons stated in the official publication, was considered too small, and 1,702,356 is given as the correct figure. Of course, the editors have not felt themselves justified in giving any estimate of the proposed additions to Greece, as they deal only with accomplished facts. It is hoped that by the date of the next issue they may have a different tale to tell.

THE PROPRIETIES.

"Concerning the gods," wrote the great sceptic Protagoras, more than two thousand years ago, "I have no means of knowing either that they are, or that they are not; for many things stood in the way of such knowledge, such as the obscurity of the subject, and the brevity of human life." For this inauspicious opening of one of his treatises the unlucky philosopher was much censured at the time, and was either banished from his native town, or his books were burned, or, as some say, he suffered both the indignities together. Now, had this ancient Greek uttered his opinion in language less open, at another period, in another situation, or to another audience, ten thousand pounds to one penny, to quote the fearful odds in the nursery rhyme of the "Three Sliding Children," he would not have encountered such misfortune as, in fact, befell him. But he committed the most silly, perhaps, and most unpardonable of offences. He did not conform his sentiments to the collateral circumstances of place, time, and person. He was out of harmony with his surroundings. In the language of our French neighbours, he braved the *bienséances*. In our own, he paid no heed to the "proprieties."

What the "proprieties" are it is by no means easy to define. There is a sort of weird uncertainty about them which makes them, like the Eleusinian Mysteries, all the more sacred. They regulate the attire both of the body and the mind. A man must not only dress, but he must think also in the prevailing fashion. As the ancient sceptic offended against religions, so Voltaire's noble Venetian philosopher in "Candide" offended against literary propriety. In none, indeed, of the views of the Signor Pococurante was there deference to any acknowledged public rule. His expressions concerning music and painting are alike startling and offensive to all properly-educated people; that is to say, to all people who have been brought up never in any case to judge, like the Bereans, for themselves. But his chief offence against the proprieties lies in his singular estimate of the worth of the great classic writers of Rome and Greece. What shall be said of a man who considered Homer always tiresome, who thought Virgil very often insipid, who found in Cicero nought either of profit or of interest? Pococurante [illegible] "Ilias" in the Latin language, declared that the latter was the image of a very good author who was very tiresome, because he was obstinately bent on resuscitating what was in itself dead and buried, and that he had a very mean opinion of all those who had bestowed any attention on such a barbarous imitation of a barbarous original. Such a man ought to have been burned, if only for the sake of example. Such a man deserves to be banished from his native town, if only for the sake of peace. Such a man ought to be made to drink hemlock, if only that he may be silenced. Such a man, if he be a Christian, should be made to recant his heresies in the presence of the assembled Synod, and if he refuse, he should be burned, if only for the sake of example. Such a man deserves to be banished from his native town, if only for the sake of peace. Such a man ought